MICROFILM

START OF ROLL

ROLL NO.
182
construction
contracts
Con't.

8279 Modoc Point (Units C & D) 1975
Sec. of The Dalles-Calif. Hwy.
(Grad.,pav.,& rock fallout prot.)#2

WILLIAM P. BRANDSNESS
ATTORNEY AT LAW
411 PINE STREET
KLAMATH FALLS, OREGON 97601
TELEPHONE 503/882-6616

May 11, 1976

C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: Klamath Paving Company Contracts No. 8279, No. 8210 and No. 8238

Dear Mr. Head:

Please be advised that I am the attorney for Jack Dempsey, Trustee in Bankruptcy of Klamath Paving Company, also known as Klamath Rock Products and Pacific Crushing, Inc., which corporation is now bankrupt. The petition in bankruptcy was filed on the 18th day of March, 1976, the same date as the assignment of the proceeds from the State of Oregon to United Pacific Insurance Company.

I believe that Boyd Long, who was the attorney for the Receiver, called you on April 5, 1976 and claimed the residue due under any and all of these contracts. Please be advised that we are not honoring these assignments and that all proceeds should be paid to the Trustee in Bankruptcy and if United Pacific Insurance Company has a lawful claim they may pursue the same through the Bankruptcy Court.

Very truly yours,

WILLIAM P. BRANDSNESS

WPB:ms

cc. United Pacific Insurance Company
Att: Robert L. Miller

Jack L. Dempsey

Hon. Michael R. Hogan

5/13 - sent copy to Sollis
any Action - ?

RECEIVED
MAY 13 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED PACIFIC/RELIANCE

728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206 — 383-1481

April 16, 1976

Sent to Sollis w/c-a copy. Willis sending attached to Sollis.

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Mr. C. W. Head ✓
Commission Services and

Mr. Jack Sollis
Assistant Attorney General

Gentlemen:

Klamath Paving Company
State of Oregon Contract No. 8279 -
Modoc Point, Unit C & D Project

Contract No. 8210 - Barkley Springs-
Algoma Project

Contract No. 8238 - Link River-Bisbee
Street Project

Reference our previous disccussion and correspondence regarding contracts of Klamath Paving Company which were bonded by United Pacific Insurance Company, as you have already been informed, Pacific Crushing Company, dba Klamath Paving Co., has filed bankruptcy. In view of this bankruptcy filing and other reasons, we advise you United Pacific is asserting its rights to any contract funds, including retained funds, due or to become due Klamath Paving Company on these contracts. We claim these rights by virtue of the terms and conditions of the Indemnity Agreement executed by Pacific Crushing Company, dba Klamath Paving Company in order to procure the bonds from United Pacific for these projects. In addition, United Pacific is claiming the funds under the doctrine of equitable subrogation and the right to be indemnified from contract funds.

It is our expressed contention that any contract funds due or to become due Klamath Paving Company, including retained funds, be first utilized to satisfy any valid labor and material claims or other statutory claims against the contract and bond and also by the State of Oregon Highway Department for completion of work on the Modoc Point project which has not been completed.

We shall expect the State of Oregon to either pay the contract funds over to United Pacific who has already paid claims arising from the projects or utilize those funds consistent with the State's statutory authority to satisfy valid labor and material claims or statutory liens from such funds of the contractor. (Reference ORS 279.314)

With respect to the enclosed "Continuing Agreement of Indemnity-Contractor's Form" dated February 25, 1975, which specifically relates to bonds on the above-mentioned projects, your attention is directed to Paragraph Second, Fourth, Fifth, Sixth and Eighth of this agreement in addition to other applicable provisions of the agreement.

As of this date, United Pacific has paid labor and material claims totalling $32,771.19 on the Modoc project. It is in the process of settling claims presented by Coral Corporation of $11,637.10 on the Modoc job and $40,324.95 on the Barkley Springs job. We are investigating additional claims filed and expect other claims will be received against these bonded projects.

Your cooperation in these matters will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller

Robert L. Miller
Bond Claim Department

db
cc: Kobin & Meyer-Attorneys

RECEIVED
APR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED PACIFIC INSURANCE COMPANY

CONTINUING AGREEMENT OF INDEMNITY—CONTRACTOR'S FORM

THIS AGREEMENT is made by the undersigned for the continuing benefit of the UNITED PACIFIC INSURANCE COMPANY, a Washington corporation (hereinafter referred to as the Surety), for the purpose of saving it harmless and indemnifying it from all loss and expense in connection with any Bonds executed on behalf of any one or more of the following persons, firms or corporations: Pacific Crushing Co., an Oregon Corporation; Pacific Crushing Co. d/b/a Klamath Rock Products; Pacific Crushing Co., d/b/a Klamath Paving Company

(hereinafter referred to as Contractor).

WITNESSETH,

WHEREAS, the Contractor, individually or jointly with others, may desire or be required from time to time to give certain bonds, undertakings, or instruments of guarantee (all of which will hereinafter be included within the term "Bond" or "Bonds"), and

WHEREAS, upon the express condition that this instrument be executed, the Surety has executed or procured the execution of, and may hereafter execute or procure the execution of such Bonds.

NOW, THEREFORE, in consideration of the execution of any such Bond or Bonds and as an inducement to such execution, we, the undersigned, agree and bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, as follows:

FIRST: To pay all premiums on said Bonds computed in accordance with the Surety's regular manual of rates in effect on the date said Bonds are executed.

SECOND: To indemnify, and keep indemnified, and hold and save harmless the Surety against all demands, claims, loss, costs, damages, expenses and attorneys' fees whatever, and any and all liability therefor, sustained or incurred by the Surety by reason of executing or procuring the execution of any said Bond or Bonds, or any other Bonds, which may be already or hereafter executed for or at the request of the undersigned, or renewal or continuation thereof; or sustained or incurred by reason of making any investigation on account thereof, prosecuting or defending any action brought in connection therewith, obtaining a release therefrom, recovering or attempting to recover any salvage in connection therewith or enforcing by litigation or otherwise any of the agreements herein contained. Payment of amounts due Surety hereunder together with legal interest shall be payable upon demand.

THIRD: To furnish money to the Contractor or to the Surety as needed for the prompt payment of labor, materials, and any other costs or expenses in connection with the performance of contracts when and as requested to do so by the Surety.

FOURTH: To assign, transfer and convey, and each of the undersigned does by these presents assign, transfer and convey to the Surety, as of the date of execution of said Bond or Bonds, as collateral security for the full performance of the covenants and agreements herein contained and the payment of any other indebtedness or liability of the undersigned to the Surety, whether heretofore or hereafter incurred, the following:

(a) All right, title and interest of the undersigned in and to all machinery, equipment, plant, tools and materials which are, on the date of execution of any such Bond or Bonds, or may thereafter be, about or upon the site of the work to be performed under the contract referred to in and guaranteed by such Bond, or elsewhere for the purpose thereof, including as well materials purchased for or chargeable to said contract which may be in process of construction or in storage elsewhere or in transportation to said site;

(b) All rights of the undersigned in, or growing in any manner out of, said contract or any extensions, modifications, changes or alterations thereof or additions thereto;

(c) All rights, actions, causes of action, claims and demands whatsoever which the undersigned or any of them may have or acquire in any subcontract in connection with said contract, and against any subcontractor or any person, firm or corporation furnishing or agreeing to furnish or supply labor, materials, supplies, machinery, tools or other equipment in connection with or on account of said contract, and against any surety or sureties of any such materialmen, subcontractor, laborer or other person, firm or corporation;

(d) All right, title and interest of the undersigned in and to any and all percentages retained by the obligee under said contract, and any and all estimates, payments, extras, final payments and other sums that, at the time of abandonment, forfeiture or breach of said contract or such Bond or Bonds or of the terms of this Agreement or at the time of any advance, payment or guaranty by the Surety for the purpose of avoiding such abandonment, forfeiture or breach, may be due or may thereafter become due under said contract to or on behalf of the undersigned, together with any and all sums due or which may thereafter become due under or on all other contracts, bonded or unbonded, in which any or all of the undersigned have an interest.

FIFTH: Each of the undersigned does hereby irrevocably nominate and appoint any officer of the Surety the true and lawful attorney-in-fact of the undersigned, with full right and authority, in the event the Contractor fails or is unable to complete the work called for by the contract guaranteed by any Bond or in the event of the breach of any provision of this Agreement to execute on behalf of, and sign the names of each of the undersigned to, any voucher, release, satisfaction, check, bill of sale of all or any property by this Agreement assigned to the Surety or any other paper or contract necessary or desired to carry into effect the purposes of this Agreement; with full right and authority also, in such event, to dispose of the performance of said contract by subletting the same in the name of the Contractor or otherwise; and each of the undersigned does hereby ratify and confirm all that such attorney-in-fact or the Surety may lawfully do in the premises and further authorizes and empowers the Surety and such attorney-in-fact and each of them to enter upon and take possession of the tools, plant, equipment, materials and subcontracts and all other collateral security mentioned in this Agreement and enforce, use, employ and dispose thereof for the purposes set forth in this Agreement. Each of the undersigned specifically agrees to protect, indemnify and hold harmless the Surety and such attorney-in-fact against any and all claims, damages, costs and expenses that may in any way arise or grow out of the exercise of the assignments contained in this Agreement and the powers herein granted, specifically waiving any claim which any undersigned has or might hereafter have against the Surety or such attorney-in-fact on account of anything done in enforcing the terms of this agreement, assignments and power-of-attorney.

SIXTH: That if Surety shall be required or shall deem it necessary to set up a reserve in any amount to cover any claim, demand, liability, expense, suit, order, judgment or adjudication under or on any Bond or Bonds or for any other reason whatsoever, to immediately upon demand deposit with Surety an amount of money sufficient to cover such reserve and any increase thereof, such funds to be held by Surety as collateral, in addition to the indemnity afforded by this instrument, with the right to use such funds or any part thereof, at any time, in payment or compromise of any liability, claims, demands, judgment, damages, fees and disbursements or other expenses; and the undersigned, in the event of their failure to comply with such demand, hereby authorize and empower any attorney of any court of record of the United States or any of its territories or possessions, to appear for them or any of them in any suit by Surety and to confess judgment against them or any of them for any sum or sums of money up to the amount of any or all Bond or Bonds, with costs, interest and reasonable attorneys' fees; such judgment, however, to be satisfied upon the payment of any and all such sums as may be found due by the undersigned to Surety under the terms of this Agreement. Demand shall be sufficient if sent by registered or certified mail to the undersigned at the address or addresses given herein or last known to Surety, whether or not actually received.

SEVENTH: All collateral security held by or assigned to the Surety may be used by the Surety at any time in payment of any claim, loss or expense which the undersigned have agreed to pay hereby, whether or not such claim, loss or expense arises out of or in connection with such Bond or contract under which such collateral is held. The Surety may sell or realize upon any or all such collateral security, at public or private sale, with or without notice to the undersigned or any of them, and with the right to be purchaser itself at any such public sale, and shall be accountable to the undersigned only for such surplus or remainder of such collateral security or the proceeds thereof as may be in the Surety's possession after it has been fully indemnified as in this Agreement provided. The Surety shall not be liable for decrease in value or loss or destruction of or damage to such security, however caused.

EIGHTH: The Surety shall have the right, at its option and in its sole discretion:

(a) To deem this Agreement breached should the Contractor become involved in any agreement or proceeding of liquidation, receivership, or bankruptcy, voluntarily or involuntarily, or should the Contractor if an individual die, be convicted of a felony, become a fugitive from justice, or for any reason disappears and cannot immediately be found by the Surety by use of usual methods.

(b) To take possession of the work under any contract and at the expense of the undersigned to complete or to contract for the completion of the same, or to consent to the re-letting of the completion thereof by the obligee in said contract Bond or Bonds, or to take such other steps as in the discretion of the Surety may be advisable or necessary to obtain its release or to secure itself from loss thereunder.

(c) To adjust, settle or compromise any claim, demand, suit or judgment upon said Bond or Bonds, or any of them, unless the undersigned shall request in writing the Surety to litigate such claim or demand, or defend such suit, or appeal from such judgment, and shall deposit with the Surety, at the time of such request, cash or collateral satisfactory to the Surety in kind and amount to be used in paying any judgment or judgments rendered with interest, costs and attorneys' fees.

All damage, loss or expense of any nature which the Surety may incur under Section Eighth shall be borne by the undersigned.

NINTH: The Surety shall have the exclusive right for itself and for the undersigned to decide and determine whether any claim, demand, suit or judgment upon said Bond or Bonds shall, on the basis of liability, expediency or otherwise, be paid, settled, defended or appealed, and its determination shall be final, conclusive and binding upon the undersigned (except as provided in Section Eighth (c) hereof); and any loss, costs, charges, expense or liability thereby sustained or incurred, as well as any and all disbursements on account of costs, expenses and attorneys' fees, deemed necessary or advisable by the Surety, shall be borne and paid immediately by the undersigned, together with legal interest. In the event of any payment, settlement, compromise or investigation, an itemized statement of the payment, loss, costs, damages, expenses or attorneys' fees, sworn to by any officer of the Surety or the voucher or vouchers or other evidence of such payment, settlement or compromise, shall be prima facie evidence of the fact and extent of the liability of the undersigned to the Surety in any claim or suit hereunder and in any and all matters arising between the undersigned and the Surety.

TENTH: The Surety is further authorized and empowered to advance money or to guarantee loans to the Contractor which the Surety may see fit to advance to said Contractor for the purpose of any contract referred to in or guaranteed by said Bond or Bonds; and all money so loaned or advanced and all costs, attorneys' fees and expenses incurred by the Surety in relation thereto, unless repaid with legal interest when due, shall be conclusively presumed to be a loss by the Surety for which each and all of the undersigned shall be responsible, notwithstanding said money or any part thereof so loaned or advanced to the Contractor for the purpose of any such contract should not be so used by the Contractor. The undersigned hereby waive all notice of such advance or loan, or of any default or any other act or acts giving rise to any claim under any said Bond or Bonds, and waive notice of any and all liability of the Surety under any said Bond or Bonds or any and all liability on the part of the undersigned to the effect and end that each of the undersigned shall be and continue liable to the Surety hereunder notwithstanding any notice of any kind to which the undersigned might have been or be entitled and notwithstanding any defenses which the undersigned might have been or be entitled to make.

ELEVENTH: No assent, assignment, change in time or manner of payment or other change or extension in the terms of any Bond or of any contract referred to in such Bond or in the general conditions, plans or specifications incorporated in such contract, granted or authorized by the Surety or the refusal to so grant or authorize, shall release, discharge or in any manner whatsoever affect the obligations assumed by the undersigned in executing this Agreement of Indemnity. This Agreement shall apply to any and all renewal, continuation or substitution bonds executed by the Surety. The Surety shall not be required to notify or obtain the approval or consent of the undersigned prior to granting, authorizing or executing any assent, assignment, change or extension.

TWELFTH: Until the Surety shall have been furnished with competent legal evidence of its discharge without loss from any and all Bonds, the Surety shall have the right at all times to free access to the books, records and accounts of each of the undersigned for the purpose of examining the same. Each of the undersigned hereby authorizes and requests any and all depositories in which funds of any of the undersigned may be deposited to furnish to the Surety the amount of such deposits as of any date requested and any person, firm or corporation doing business with the undersigned is hereby authorized to furnish any information requested by the Surety concerning any transaction. The Surety may furnish copies of any and all statements, agreements and financial statements and any information which it now has or may hereafter obtain concerning each of the undersigned, to other persons or companies for the purpose of procuring co-suretyship or reinsurance or of advising interested persons or companies.

THIRTEENTH: Each of the undersigned does hereby waive all right to claim any property, including homestead as exempt from levy, execution, sale or other legal process under the law of any state, province or other government as against the rights of the Surety to proceed against the same for indemnity hereunder.

FOURTEENTH: The Surety shall have every right and remedy which a personal surety without compensation would have, including the right to secure its discharge from the suretyship and nothing herein contained shall be considered or construed to waive, abridge or diminish any right or remedy which the Surety might have if this instrument were not executed. The undersigned will, on request of the Surety procure the discharge of the Surety from any Bonds, and all liability by reason thereof. Separate suits may be brought hereunder as causes of action may accrue, and the pendency or termination of any such suit shall not bar any subsequent action. The Surety shall be notified immediately by the undersigned of any claim or action which may result in a claim against the Surety, such notice to be given by registered mail to the Surety at its Home Office in Tacoma, Washington. In the event of legal proceedings against the Surety, upon or on account of any said Bond or Bonds, the Surety may apply for a court order making any or all of the undersigned parties defendants, and each undersigned hereby consents to the granting of such application and agrees to become such a party defendant and to allow judgment, in the event of judgment against the Surety, to be rendered also against such undersigned in like amount and in favor of the Surety, if the Surety so desires.

FIFTEENTH: The Surety reserves the right to decline to execute any such Bond; and if it shall execute any proposal Bond, and if the Contractor is awarded the contract, the Contractor shall not be obligated to obtain any Bond or Bonds required by the contract from the Surety nor shall the Surety be obligated to execute such Bond or Bonds.

SIXTEENTH: This Agreement shall, in all its terms and agreements, be for the benefit of and protect any person or company joining with the Surety in executing said Bond or Bonds, or any of them, or executing at the request of the Surety said Bond or Bonds, or any of them as well as any company or companies assuming co-suretyship or reinsurance thereon.

SEVENTEENTH: The undersigned warrant th[illegible] of them is specifically and beneficially interested in t[illegible]ing of each Bond. Failure to execute, or defective execution, by any party, shall not affect the val[illegible] this obligation as to any other party executing the [illegible]nd each such other party shall remain fully bound and liable hereunder. Invalidity of any portion or pth [illegible]ion of this Agreement by reason of the laws of any sta[illegible] for any other reason shall not render the other provisions or portions hereof invalid. Execution of any application for any Bond by the Contractor, or of any other indemnity agreement by any undersigned for the Contractor shall in no way abrogate, waive or diminish any rights of Surety under this Agreement. The undersigned acknowledge that the execution of this Agreement and the undertaking of indemnity was not made in reliance upon any representation concerning the financial responsibility of any undersigned, or concerning the competence of the Contractor to perform.

EIGHTEENTH: Each of the undersigned expressly recognizes and covenants that this Agreement is a continuing obligation applying to and indemnifying the Surety as to any and all Bonds (whether or not covered by any application signed by Contractor—such application to be considered between the parties hereto as merely supplemental to this Continuing Agreement of Indemnity) heretofore or hereafter executed by Surety on behalf of Contractor (whether contracting alone or as a Co-adventurer) until this Agreement shall be canceled in the manner hereinafter provided. Any of the undersigned may notify the Surety at its Home Office in Tacoma, Washington, of such undersigned's withdrawal from this Agreement; such notice shall be sent by certified or registered mail and shall state when, not less than thirty days after receipt of such notice by the Surety, such withdrawal shall be effective. Such undersigned will not be liable under this Agreement as to any Bonds executed by the Surety after the effective date of such notice; provided, that as to any and all such Bonds executed or authorized by the Surety prior to effective date of such notice and as to any and all renewals, continuations and extensions thereof or substitutions therefor (and, if a proposal or Bid Bond has been executed or authorized prior to such effective date, as to any contract Bond executed pursuant thereto) regardless of when the same are executed, such undersigned shall be and remain fully liable hereunder, as if said notice had not been served. Such withdrawal by any undersigned shall in no way affect the obligation of any other undersigned who has given no such notice of termination.

NINETEENTH: That this Agreement shall constitute a Security Agreement to Surety and also a Financing Statement, both in accordance with the provisions of the Uniform Commercial Code of every jurisdiction wherein such Code is in effect, but that the filing or recording of this Agreement shall be solely at the option of Surety and that the failure to do so shall not release or impair any of the obligations of the undersigned under this Agreement or otherwise arising, nor shall such failure be in any manner in derogation of the rights of Surety under this Agreement or otherwise.

ACKNOWLEDGEMENT

Signed, sealed, and dated this 29th day of January 19 75

Arnie M. McDowell (Seal)
Attest: Arnie M. McDowell, Sec.

(Seal)

Arnie M. McDowell (Seal)
Attest: Arnie M. McDowell, Sec.

(Seal)
Attest: Bernard L. Hayes, Sec.

Arnie M. McDowell, Individually (Seal)

Marlene McDowell, Individually

LeRoy E. Vaughan, Individually (Seal)

Glenna Vaughan, Individually

Dan E. Hooker, Individually

Pacific Crushing Co.

(Seal)
Bernard L. Hayes, President

Pacific Crushing Co. d/b/a Klamath Rock Products and/or Klamath Paving Company (Seal)

(Seal)
Bernard L. Hayes, President

Central Oregon Pavers, Inc.

(Seal)
Arthur B. Woods, President

Arthur B. Woods, Individually (Seal)

Edris Woods, Individually

(Seal)
Bernard L. Hayes, Individually

UNITED PACIFIC INSURANCE COMPANY

By: _____

IMPORTANT: Print or type the name and address of each signatory to this agreement. Each signature must be acknowledged —See REVERSE HEREOF.

[illegible] Corporation.

ACKNOWLEDGEMENT

STATE OF Oregon
COUNTY OF Klamath } ss.

On this 29th day of January, 1975 before me personally appeared

Arthur B. Wood, Dan F. Hooker, Bernard L. Hayes

to me known and known to me to be the individual(s) described in and who executed the foregoing agreement and acknowledged that he executed the same for the purposes, considerations and uses therein set forth as h free and voluntary act and deed.

Dorothy E Vincent
Notary Public, residing at Star Rt 1 Box 80 Chiloquin
(Commission expires 7/8/77)

ACKNOWLEDGEMENT

STATE OF Oregon
COUNTY OF Klamath } ss.

On this 29th day of January, 1975 before me personally came

Bernard L. Hayes, Secretary, Central Oregon Pavers, Inc.

to me known, who being by me duly sworn, did depose and say: that he resides in
that he is the of the
the corporation described in and which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Dorothy E Vincent
Notary Public, residing at Star Rt 1 Box 80 Chiloquin
(Commission expires 7/8/77)

ACKNOWLEDGEMENT

STATE OF Oregon
COUNTY OF Klamath } ss.

On this 29th day of January, 1975 before me personally came

Bernard L. Hayes, President Pacific Crushing Co.
Arnie M. McDowell, Secretary Pacific Crushing Co.

to me known, who being by me duly sworn, did depose and say: that he resides in
that he is the of the
the corporation described in and which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Dorothy E Vincent
Notary Public, residing at Star Rt 1 Box 80 Chiloquin
(Commission expires 7/8/77)

ACKNOWLEDGEMENT

STATE OF Oregon
COUNTY OF Klamath } ss.

On this 29th day of January, 1975 before me personally came

Arthur B. Woods, President, Central Oregon Pavers, Inc.

to me known, who being by me duly sworn, did depose and say: that he resides in
that he is the of the
the corporation described in and which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Dorothy E Vincent
Notary Public, residing at Star Rt 1 Box 80 Chiloquin
(Commission expires 7/8/77)

IMPORTANT: Attach certified copy of Resolution authorizing execution of this instrument by Corporation.

UNITED PACIFIC INSURANCE COMPANY
A MEMBER OF UNITED PACIFIC INSURANCE GROUP
HOME OFFICE: TACOMA, WASHINGTON
FIDELITY AND SURETY DEPARTMENT

RESOLUTION AUTHORIZING EXECUTION OF INDEMNITY AGREEMENT

At a meeting of the Board of Directors of Central Oregon Pavers, Inc.
, a corporation organized and existing by virtue of the laws of
Oregon, hereinafter called Indemnitor, duly called and held on the 30th
day of January, 1975, a quorum being present, the following Preamble and Resolution was adopted:

"WHEREAS, this Corporation has a financial, material and beneficial interest in Pacific Crushing Co. of Klamath Falls, State of Oregon, hereinafter called Applicant, or in certain contract or contracts of said Applicant, and

"WHEREAS, said Applicant in the conduct of business is required from time to time to furnish surety bonds, undertakings or other writings obligatory in the nature thereof, hereinafter referred to as Bonds, to various governments, persons, firms or corporations, and

"WHEREAS, as a condition precedent to the signing of said Bonds, on behalf of said Applicant, the United Pacific Insurance Company requires that it be furnished with the written indemnity of this corporation whereby it will fully and completely indemnify the said United Pacific Insurance Company against any loss of whatsoever nature which it may sustain by reason of executing any Bonds on behalf of the said Applicant;

"NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of this Corporation that its _____ President and its _____ Secretary be and they are hereby authorized, empowered and directed to execute on behalf of this Corporation and in its name, such instruments as may be necessary to indemnify the said United Pacific Insurance Company upon its execution of any Bonds, on behalf of the said Applicant, and

"BE IT FURTHER RESOLVED, that any prior acts of said officers or of any other agents or representatives of this Corporation in connection with the procuring of any Bonds, as aforesaid, and in indemnifying said United Pacific Insurance Company, are hereby confirmed and ratified."

I, Arthur B. Woods hereby certify and declare that I am the regularly and duly acting _____ President of said Indemnitor, that the Resolution above set forth was duly and regularly adopted by the Board of Directors of said Corporation at a special meeting of said Board of Directors held at Redmond, Oregon on the 30th day of January, 1975; that the whole number of the Board of Directors of said Corporation is 6; that there were present at said meeting 5 Directors constituting a quorum; that all Directors present voted in favor of said Resolution, and that thereupon the Resolution was declared regularly adopted.

Arthur B. Woods, PRESIDENT

ATTEST:

At a meeting of the Board of Directors of Central Oregon Pavers, Inc.

, a corporation organized and existing by virtue of the laws of

Oregon, hereinafter called Indemnitor, duly called and held on the 30th

day of January, 1975, a quorum being present, the following Preamble and Resolution was adopted:

"WHEREAS, this Corporation has a financial, material and beneficial interest in Pacific

Crushing Co.

of Klamath Falls, State of Oregon, hereinafter called Applicant, or in certain contract or contracts of said Applicant, and

"WHEREAS, said Applicant in the conduct of business is required from time to time to furnish surety bonds, undertakings or other writings obligatory in the nature thereof, hereinafter referred to as Bonds, to various governments, persons, firms or corporations, and

"WHEREAS, as a condition precedent to the signing of said Bonds, on behalf of said Applicant, the United Pacific Insurance Company requires that it be furnished with the written indemnity of this corporation whereby it will fully and completely indemnify the said United Pacific Insurance Company against any loss of whatsoever nature which it may sustain by reason of executing any Bonds on behalf of the said Applicant;

"NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of this Corporation that its _____

President and its _____ Secretary be and they are hereby authorized, empowered and directed to execute on behalf of this Corporation and in its name, such instruments as may be necessary to indemnify the said United Pacific Insurance Company upon its execution of any Bonds, on behalf of the said Applicant, and

"BE IT FURTHER RESOLVED, that any prior acts of said officers or of any other agents or representatives of this Corporation in connection with the procuring of any Bonds, as aforesaid, and in indemnifying said United Pacific Insurance Company, are hereby confirmed and ratified."

I, Arthur B. Woods

hereby certify and declare that I am the regularly and duly acting _____ President of said Indemnitor, that the Resolution above set forth was duly and regularly adopted by the Board of Directors of said Corporation at a

special meeting of said Board of Directors held at Redmond, Oregon

on the 30th day of January, 1975; that the whole number of the Board of Directors

of said Corporation is 6; that there were present at said meeting 5 Directors constituting a quorum; that all Directors present voted in favor of said Resolution, and that thereupon the Resolution was declared regularly adopted.

Arthur B. Woods, PRESIDENT

ATTEST:

Bernard L. Hayes, SECRETARY

B-1014 - General - Resolution Authorizing Indemnity Agreement Rev. 7-55

April 12, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Attn: D. G. Lyon

Gentlemen:

On April 5, 1976, I talked to you concerning the letter that we received from Robert Butts, Receiver in Bankruptcy, concerning Pacific Crushing Company, Inc., Contracts 8210, 8238 and 8279. Attached is a copy of Mr. Butt's letter as requested.

As you indicated over the phone, we will not make any further payments on these three contracts until we hear from you or Mr. Bob Miller.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Att.

bc Jack Sollis

April 12, 1976

Mr. Robert O. Butts
937 S.W. 14th Ave.
Portland, OR 97205

Dear Mr. Butts:

We have received your recent letter informing us that you are Receiver in Bankruptcy in connection with the Pacific Crushing Co., Inc., Contracts 8210, 8238 and 8279. We have contacted the contractor's surety, United Pacific Insurance Company in Tacoma, Washington, informing them of the receipt of your letter.

We should be getting a reply from the surety concerning this matter in the near future.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

bc Jack Sollis

DEPARTMENT OF TRANSPORTATION

Jack Sollis
Legal Branch

April 6, 1976

C. W. Head
Commission Services

Reference is made to the Pacific Crushing Co., Inc., (Klamath Paving Co.) bankruptcy letter received from Robert Butts, receiver in bankruptcy, and your memo of April 5 to me concerning action that we should take.

Yesterday I talked to Mr. D. G. Lyon of the United Pacific Insurance Company in Tacoma (Bob Miller, Bond Manager, was on vacation). I informed Mr. Lyon of the letter we received from Robert Butts. Mr. Lyon said for us not to make any further payments on Contracts 8210, 8238 and 8279 until we hear from them. He indicated that Mr. Miller would be back in the office on the 13th of April. He asked if I would forward to him a copy of Mr. Butt's letter.

As you are aware, Jack, we are sending all payments on these three contracts to the surety, United Pacific Insurance Company in Tacoma. As recommended in your April 5 letter, I informed Dick Hacek to hold future payments on these contracts.

Yesterday Fran Neavoll received a call from Robert Butts in Portland (telephone no. 226-4461) stating that he is claiming the residue on Contract Nos. 8279, 8210 and 8238, and if we had any questions to call him.

CWH:sr

cc Dick Hacak

DEPARTMENT OF TRANSPORTATION

Dick Hacek
Finance Branch

April 6, 1976

C. W. Head
Commission Services

Reference is made to Klamath Paving Company Contract Nos. 8210, 8238 and 8279. As you know, at the present time we are mailing payments on these contracts to the surety, United Pacific Insurance Company in Tacoma, Washington.

We have received a letter from Robert Butts, Receiver in Bankruptcy, requesting remmittance immediately on any funds due on these contracts.

Jack Sollis recommended that we should hold future payments on these contracts until we hear from the United Pacific Insurance Company regarding the bankruptcy. I'll keep you posted.

CWH:sr

cc Jack Sollis

DEPARTMENT OF JUSTICE

Memorandum

TO: C. W. Head
Manager, Commission Services

DATE: April 5, 1976

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Pacific Crushing Company, Inc.
Contract Nos. 8210, 8238 and 8279
Adjudication in Bankruptcy

In reply to your note relating to the bankruptcy of the Pacific Crushing Company, Inc., I would suggest that you advise the surety that the receiver and bankruptcy has requested remittance immediately of any funds owed under these three contracts and advise the surety that the state intends to honor the request of the receiver and bankruptcy and get their comments. I suggest that it would probably be best to call the surety before the letter is written and explain to them what the situation is and also get a reading on exactly what the correct balances are on these contracts. I would not pay any money out until you have contacted the surety company and received something in writing from them. However, this should be handled as quickly as possible.

JLS:ch;hg

MEMO OF CALL OR VISIT

TO
Cec

SECTION	DATE	TIME
	4-5	8:20 A.M. P.M.

NAME, ORGANIZATION OF CALLER
Bob Butts 226-4461
(Portland)

ACTION

☒ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL
☐ RADIO'D
☐ REQUESTED YOU CALL HIM AT _____ ☐ _____
☐ WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE
Re - DW letter of March 29 to United Pacific on Klamath Paving Co's contracts.
Mr. Butts is claiming the (remainder or surplus) residue on contracts 8279, 8210 and 8238.
Requested you call him if you have questions. SR

SIGNATURE
FORM 61-734-3361

ROBERT O. BUTTS
937 S. W. 14th Avenue
Portland, Oregon 97205

March 31, 1976

226-3531

Oregon State Highway Dept.
State Highway Building
Salem, OR 97310

Re: Pacific Crushing Co., Inc.
P. O. Box 1180
Klamath Falls, Oregon

Contract #8210 - $25,553.46
Contract #8238 - $ 5,000.00
Contract #8279 - $27,097.07

Please be advised that Pacific Crushing Co., Inc. was adjudicated bankrupt. I was appointed Receiver of the estate by the Hon. C. E. Luckey, Bankruptcy Judge.

Included in the assets turned over to me to reduce to cash are the accounts receivable. Among these is an account listed under your name showing a balance of (see above.)

As Receiver I request a remittance be mailed to my office immediately to clear the amount due the bankrupt.

Your prompt attention will be appreciated.

Yours truly,

Robert Butts

Robert Butts,
Receiver in Bankruptcy

RB:ss

RECEIVED
APR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8279

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]-26(10)

STATE PROJECT NO.
Modoc Point Unit C & D

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
HHS-37

COUNTY NAME
Klamath

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO
FOR

Info.	Inves	R/D	D.R	Sign		File
						✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7-23-75	4-14-76	Primary Route 4
		STATE ROUTE NUMBER: Primary Route 4

GENERAL LOCATION:
US 97 0.93 Miles south of Modoc Point south 0.95 miles

GENERAL DESCRIPTION OF WORK:
Extend the rock fallout barrier in Unit "C".

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 23, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Forces Order No. 5 in the estimated amount of $3,500 - Federal Funds $3,150.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-10-76	E J Talbert	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

10

Construction Engineer
Field

May 4, 1976

United Pacific Insurance Company
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Attached are copies of letters from Robert A. Sandmann, Regional Construction Engineer in Bend, and to E. J. Dunn, Resident Engineer in Klamath Falls, concerning the Klamath Paving Contract Nos. 8210 Barkley Springs-Algoma Section, and 8279 Modoc Point (Units C & D) Section.

As you will note, these letters outline additional work that is to be completed on both contracts. If you need further information regarding this work on these contracts, you may contact Mr. Sandmann in Bend or Mr. Dunn in Klamath Falls.

We are rapidly getting into the time of year that this work can be completed. Mr. Hayes indicated in his letter to Mr. Dunn that they would complete the work as weather permits.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Att.

cc Klamath Paving Company
P. O. Box 1180
Klamath Falls, OR 97601

bc C. T. Keasey
R. A. Sandmann, Reg. 4
John Bond

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

April 27, 1976

FILE: COR 5
8210 & 8279

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Contract Work Remaining
Contract 8210-Barkley Springs-Algoma
Contract 8279-Modoc Point (Units C &D)
Klamath Paving Company

There is contract work remaining to be done on the two (2) subject contracts.

The work to be done is as follows:

Contract 8210 - Barkley Springs-Algoma Section

Intermittent patching of irregular areas. Approximate quantity of material is 10 tons A.C. Cost for this work is at contractor's expense. See attached letter.

Contract 8279 - Modoc Point (Units C & D) Section

Unfinished work is covered by Price Agreement No. 2 and involves an overlay of 240 tons Class "C" mix. Cost for the overlay is $4,752.

Since Klamath Paving Company is involved in bankruptcy proceedings, Surety should be notified of the contract work remaining.

RAS:pw
cc: E.J.Dunn
Enclosures

xc: Cecil Hood

Routing
Keasey — RECEIVED — Richards
Bond
Jackmond — APR 28 1976 — Glenn
Harwood — Berg
Johnsen — CONSTRUCTION
Walker — SECTION

KLAMATH PAVING COMPANY
P.O. BOX 1180 • KLAMATH FALLS, OREGON • 97601 • PHONE: (503) 882-6681

DECEMBER 12, 1975

STATE OF OREGON
OREGON STATE HIGHWAY DIVISION
2557 ALTAMONT DRIVE
KLAMATH FALLS, OREGON 97601

ATTENTION: E. J. Dunn
Resident Engineer

RE: Barkley Springs-
Algoma Section
Contract 8210

Gentlemen;

It is understood that work on this project is complete with the exception of two or three minor patches to be installed.

It is agreed that Klamath Paving Co. will complete these patches in the spring of 1976 as weather permits.

Very truly yours,
KLAMATH PAVING CO.

Bernard L. Hayes
President

8262 Simpson Cr Sec of Corvallis- 197
Newport Hwy 15 mi E of Newport
(Grad., pav., & culvert)

#12002

33

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

May 20, 1976

J-31
Oregon State Highway Division
Design Section
Highway Building
Salem, OR 97310

Attn: Don Trout

Verstoeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 20 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Re: Ross Brothers Construction Inc.

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Permit No. 2002 - Hwy No. 154
Expiration date 7-11-76
Please return by 6-1-76
Fee $50

_____ Please renew this permit. There is no change in plan from last year.
_____ Please renew this permit. Attached are revised application and drawing.
WTH I do not wish to renew this permit.

8262

13

December 22, 1975

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On December 17, 1975, we wrote to you concerning release of final payment on Contract No. 8262 awarded to Ross Bros. Construction, Inc., for work on the Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County.

Final payment on this contract is $4,177.36 and the total contract amount is $77,951.31 including $294.25 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8262

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Simpson Creek	WEEK ENDING: 29 Nov 75	
HIGHWAY: Corvallis - Newport	SECTION PREFIX: 21-0509	
NAME OF JOB: Simpson Creek	COUNTY: Lincoln	
CONTRACTOR: Moss Bros, Const., Inc.	KIND OF WORK: Grading, Paving, and Culvert	
DATE OF CONTRACT: 1 Jul 75	CONTRACT NUMBER: 8262	FEDERAL AID PROJECT NUMBER: State
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	DATE WORK STARTED: 29 Jul 75	ESTIMATED COMPLETION DATE:
	SPECIFIED WORK DAYS: work	WORK DAYS USED: work
PROJECT AUTHORIZATION: $ 88,498.20	SPECIFIED CALENDAR DAYS: 100	CALENDAR DAYS USED: 100
EXCLUSIVE OF ENGINEERING: $ 80,769.10	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 79,973.96	ENGINEERING AUTHORIZATION: $ 7,729.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 1 %	ENGINEERING COST TO DATE: $ 12,058.68	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101
	PERCENT OF AUTHORIZATION: 156 %	DATE PROJECT WAS COMPLETED: Nov 11, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD.			
				Pea Gravel ~~Source~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				0.01	0.01			0.01
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				230	310			
TOTAL QUANTITIES CORRECTED TO DATE				389	367			80
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				389	367			87
AVERAGE DAILY QUANTITIES								87
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								
EQUIPMENT USED DURING THE WEEK:								

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	086CA							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
DEC 3 1975
CONSTRUCTION SECTION

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
Nov 23,1975 SUNDAY	No activity
24 MONDAY	No activity
25 TUESDAY	No activity
26 WEDNESDAY	No activity
27 THURSDAY	No activity anticipated
28 FRIDAY	No activity anticipated
Nov 29,1975 SATURDAY	No activity anticipated

REMARKS

Semi-final estimate turned in to Region office on Wednesday, November 26, 1975.

This is the final weekly report on this project.

SIGNED N. H. Tattum LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

DP-F216

#2262

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 13, 1975

FILE:

FROM:

SUBJECT: Fill & Removal Permit Conditions
Simpson Creek Section
Corvallis-Newport Highway
Lincoln County

TO: MEMO TO FILE

Re: Fill Permit No. 2002
Division of State Lnds

1 Versteeg ✓
A. Olson
Copy Terpin
Scott
Copy Swenson
R. Olson
2 Trout ✓

RECEIVED
JUN 18 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Item #12 asked for assurance by the Oregon State Highway Division that criteria for fish passage has been met. This has been discussed with Jim Lauman of the Wildlife Commission. The following conditions have been met:

1. The dual culverts will be placed on a 00% grade.

2. Both culverts will be countersunk into the sandstone bottom of the channel so that there should always be a pool of water approximately one foot deep in each culvert.

3. There will be no sand backfill in the culverts.

4. Rather than restricting the waterway area at any time besides full flood flow, the waterway area is actually larger than presently exists, so velocities will be the same or less than now experienced.

5. A splitter wall is to be constructed upstream of the dual installation to divide the natural flow evenly between the two culverts.

If there are any further questions, contact me for clarification.

Richard L. Lenz
Hydraulics Engineer

RLL:jp

cc V.D. Wolfe
J.H. Versteeg
C.O. Fredrickson
Division of State Lands
Jim Lauman, Wildlife Commission

providing this.
Don Trout
6-17-

FROM DIVI! N OF STATE LANDS

Simpson Creek
Lincoln County
Highway Job No. 154

Simpson Creek Sec.
Corvallis-Newport Hwy.

PRELIMINARY ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 2002

1. The operation shall be conducted in a manner that will minimize any turbidity increase.

2. There shall be no removal or filling in the permit area between October 15 and June 15. The preferred time for work in this area is June 15 to September 1. All possible work in the stream should be completed during that period.

3. There shall be no operation of equipment in the active flowing stream except to construct and maintain berm, such work to be done only between June 16 and October 15.

4. The stream shall not be diverted from the natural bed.

5. All potholes or removal pits shall be leveled at the end of the season's work.

6. Waste materials and spoils shall be placed above the bankline.

7. Turbid waste waters from the project shall not be allowed to re-enter the waterway.

8. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes.

9. Clean, erosion resistant rock from an upland source shall be used as riprap on exposed banks.

10. Culverts shall be placed below the streambed as indicated on the plans, at a slope of less than 1%. Both culverts shall be on the same level and designed to accept an equal percentage of the streamflow. Sand shall not be placed in the culverts.

11. No fresh concrete shall be placed in the active flowing stream.

* 12. The Highway Division shall provide evidence that the project meets Oregon Wildlife Commission fish passage criteria.

13. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

June 12, 1975

NOTE—
* 12. The Hydraulics Limit is providing this.
Don Trout
6-12-75

#1262

33

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 26, 1975

FILE: 21-1307

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Simpson Creek Bridge
Corvallis-Newport Highway

TO: Victor D. Wolfe
LOCATION ENGINEER

Hydraulics Engineer, Richard L. Lenz's March 21, 1975, report has been reviewed. We concur with his recommendation that dual 152" x 97" arch-type culverts be installed and a 4" overlay be added.

This size culvert will entail some construction problems. The most serious is the excavating nearly vertically at the edge of the mudsills under each end bend. Because of this, that excavation should be limited to one-half of the roadway at a time. This can be done by requiring installation of the downstream half of each of these culverts before any excavation is started or commenced upstream of the existing center line. Partial backfill should also be required before the upstream excavation is commenced.

GWW/elk
Attachs.
cc: Hal Versteeg
Walt Hart
Howard Johnson
Eddie Payton
Pat Patterson

1 Versteeg
A. Olson
2 Turpin
Scott
3 Swanson
Trout

RECEIVED
MAR 27 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

REFERRED TO
Beard Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

91-1307

FORM 81 7.14 3030

RECEIVED
MAR 1975
REGION 2 ENGINEER
UIE GEO RSO RCC RFE

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 21, 1975

Salem, Oregon 97310

SUBJECT: Simpson Creek Bridge
Corvallis-Newport Highway
Lincoln County

TO: FILE

Region 2 would rather install dual or triple culverts at the subject site instead of a bridge because of construction and staging problems. It is felt that the criteria used in our design procedure be presented for their examination and from this, they can determine which alternate to select. The 50-year discharge used in the analysis of this site is based on the basin discharges only and does not consider the backwater effect of the Yaquina River at flood stage.

The first control section used for design was the lowest point of the highway pavement which is at Station 2150 upstream from the existing bridge. Elevation of the pavement edge is 39.4 feet. A check of the 50-year design discharge against the channel cross-section at that point indicated that the water stage would rise to within 0.8 foot of the pavement edge.

The second control section is at the upstream edge of the bridge which is also at the low side of the roadway super. The bridge opening at this point has an effective waterway area of 184 square feet measured normal to the channel in the same manner as the cross-sectional area of a culvert pipe is measured. The three-line profiles on the vicinity map show that the channel at the upstream side of the bridge has a lower streambed elevation by 1-1/2 feet than has the streambed at centerline or 15 feet left. This tends to indicate that a scour hole has formed at the constriction so that peak flows will pass beneath the bridge with minimum head. The 50-year design discharge was used to check the capacity of the constricted opening of the existing bridge and it was found that the 50-year highwater would just reach the lowest stringer on the bridge.

The third control section is the downstream reach of the creek. The gradient here is much flatter (0.127%) than the gradient upstream (0.533%). This means that the channel must be wider and/or deeper than the upstream channel to carry the same design discharge. In this instance, a check of the channel at Station 2147 indicated that it would carry the 50-year design discharge with the water surface at elevation 38 - three feet below the edge of pavement.

The computations on the above three control sections form a basic check against the regional analysis used in determining the 25-year and 50-year

design discharges to indicate whether or not a reasonable design is being used. There is a lack of historical information concerning flooding or highwater at this site. In at least one instance the bridge has been flooded; in addition, it has been reported that water, more than once, has reached the edge of pavement at the control section upstream from the bridge, Station 2150. Since water has reached the general elevation of 39 (+) feet more than once, it can be assumed that whatever type of drainage structure is placed at the subject site, it will operate under outlet control during a 50-year design discharge because of the control produced by the flatter stream gradient downstream from the site.

Region 2 has suggested the use of dual 131" x 85" arch-type culverts instead of a bridge and, if found necessary, a third such culvert to be installed at a later date. The use of arch-type culverts instead of the proposed bridge will allow the continuance of traffic flow while the culverts are being assembled beneath the bridge, thereby, reducing the time for handling of traffic to a minimum. Assembly of the culvert beneath the existing structure will necessitate leaving one foot of clearance between the crown of the culverts and the lowest stringer of the bridge; this sets the elevation of the crown at 36 (?) feet.

The foundation beneath the culverts consists of a soft sandstone formation which will require some excavation and a backfill material to provide a suitable bedding for the culverts. Resident Engineer, Ed Peyton indicates that no problems should be expected in removing this soft sandstone.

It was suggested by the Hydraulics Unit that one 131" x 85" culvert plus one 152" x 97" culvert with their crowns at the same elevation be used instead of dual 131" x 85" culverts. This would serve two purposes--(1) would provide a lower flowline through one culvert to allow for low-water fish passage, and (2) would negate the need for a third culvert at a later date. Further study, however, shows that the head differential of 1.2 feet required between upstream and downstream water surfaces for the 50-year design discharge would still place the upstream water surface within 0.2 feet of the pavement at Station 2150 and 0.4 feet at the culvert site. It is, therefore, suggested that dual 152" x 97" culverts be used; head differential required would be 0.9 foot which would allow an additional 4 inches of freeboard at Station 2150 and the culvert site. It is further suggested that the gradeline of the roadway be raised with a four-inch layer of asphaltic concrete over the culverts and tapering out in both directions. This would bring the total freeboard up to a minimum of six inches (+) at Station 2150 and 12 inches at the culvert site.

CONCLUSIONS

The alternate of a bridge with a 22-foot wide channel bottom, 1-1/2:1 side slopes, is capable of carrying the 50-year design discharge with no

apparent head loss between upstream and downstream sides of the bridge. The dual 152" x 97" arch-type culverts will carry the 50-year design discharge with 0.9 foot head differential. If the freeboard demonstrated above is not objectionable, then the culvert installation would be satisfactory. Since the installation is on curved creek alignment, the low water channel will probably swing to the outside of the curve and confine itself to one culvert only which should be satisfactory to the Oregon Wildlife Commission.

Richard L. Lenz
Hydraulics Engineer

RLL:jk
cc: Victor D. Wolfe
W. J. Hart
C. O. Fredrickson

33

#8262

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 12, 1975

Salem, OR 97310

FILE:

SUBJECT: Simpson Creek Bridge
Corvallis-Newport Highway
Lincoln County

TO: ~~File~~

Re: Letter from Gerald Wimer to Victor D. Wolfe - Jan. 16, 1975
Letter from C. E. Payton to G. W. Wimer - Jan. 14, 1975

A review of our streamflow analysis for the Simpson Creek drainage indicates that there is no change from the figures presented in the original Memo to File, December 19, 1974. The waterway area suggested is (1) no more than the existing bridge now has, and (2) is necessary to convey the projected flood discharges under the conditions encountered at the site and downstream of same.

The Bridge Section has design problems with the proposed structure, involving stage construction and detours, and would prefer the use of multiple culverts, if feasible. It was mentioned to Mr. Oakley from the Bridge Section that it was the prerogative of Region 2 to accept or not accept our suggestions. Use of a smaller structure(s) would probably be based on their conception of the risk factor on the period(s) of time that inundation of the roadway could affect the traveling public. The larger dual 131" x 85" arch culverts selected by Mr. Payton have approximately the same waterway area as the single 16' x 10' arch culvert located downstream, but they do not have the same hydraulic capacity as the single culvert. A third culvert may have to be installed at a later date, if found to be necessary, as mentioned by Mr. Payton. It should be noted, however, that three culverts having a total gross waterway area of 180 square feet are still not capable of carrying the same discharge as the single bridge structure previously suggested.

The original report mentioned our source of information as to the depth of flooding over the bridge and the Elk City county road in the past. Whether or not the water was deeper on the lower side of the bridge because of the super-elevation is not material once the entire road is inundated to a depth which precludes the movement of traffic.

Field information indicates that the stream gradient downstream, both channel bottom and water surface becomes less which affects the capability of any structure to carry the runoff. In addition to this, Mr. Johnson, District Engineer from Corvallis, states that during higher flows on Simpson Creek brush along the creek bank hinders the free flow of the stream and, thereby, causes a backwater effect towards the subject site. The streambed problem may be a local ledge, etc., which could be removed to provide a steeper gradient; the brush could be cleaned out along the channel but it would require constant maintenance to have a brush-free channel.

REFERRED TO

Beard, Reed, Cole, Sample, Ericksen, Watson, Hager, Wolfe

Return, Discuss, Do, File Copy, Due

BY FINAL DESIGN ENGINEER

Versteeg ✓, A Olson, Terpin T, Scott, Swenson, R. Olson, Trout

RECEIVED

FEB 13 1975

ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

In summation, the circumstances involved in our analysis of this bridge site have not changed. To reiterate, I feel that the decision to use structures of lesser hydraulic capacity must come from the Region 2 office.

Richard L. Lenz
Hydraulics Engineer

RLL:jk
Attach.

cc: Victor D. Wolfe
Walt Hart
J. H. Versteeg
Gary Potter
C. O. Fredrickson

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 16, 1975

FILE: 21-1307

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Simpson Creek Structure
Corvallis-Newport Highway

TO: Victor D. Wolfe
LOCATION ENGINEER

The subject structure is on the State Bond Program with construction tentatively scheduled for March 27, 1975.

Survey data for this project was submitted to your office some time ago. At that time, this office recommended dual 117" x 79" arch culverts.

Your Hydraulics Unit recommended such an extensive waterway opening that a new bridge would have been required. The Bridge Section started to design such. They encountered serious detour and design problems.

This lead them to question the hydraulics design. They reviewed the matter with the Hydraulics Unit who concurred in a further field review. This has been done. Resident Engineer, C. E. Payton's January 14, 1975, report is attached. After further review of the hydraulics data, he now recommends dual 131" x 85" arch culverts. This office concurs.

GWW/elk
Attach.
cc: Howard Johnson
Jim Chaney
C. E. Payton
H. H. Patterson

FORM 81.734.3030

21-1307

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Woodburn, Oregon 97071

January 14, 1975

FILE: ~~LOC~~ 17-

FROM: Howard Hamilton
For C.E. Payton, Resident Engineer

TO: G.W. Wimer, Region Const. Engr.

SUBJECT: Simpson Creek
Corvallis - Newport Highway
Lincoln County
21-1307
Expanded Narrative Report

This report covers additional information on our recently submitted Simpson Creek survey. Its location is approximately 7.6 miles east of Toledo at M.P. 15 (Engr. Sta. 2148) on the Corvallis - Newport Highway.

After reviewing our earlier proposal to install dual 117" x 79" arch culverts we find that we were in error. We thought we had chosen a pipe size to equal the same area of waterway (121 sq. ft.) that the 16' x 10' arch culvert located downstream at Elk City County Road has. In order to accomplish this we are now proposing dual 131" x 85" arch culverts which will give a waterway opening of 120 square feet. Preparation of the stream bed will be the same as before with one foot of excavation replaced by bedding material. The working clearance between the top of the pipe and bridge stringers will be one foot minimum.

We contacted a Mr. Schriver of Armco Pipe Company and explained the conditions under which the installation would be made and the working clearance available. He indicated they had made installations of this type in the past with good success and that the working clearance was adequate. The greatest problem they encountered was placing and compacting backfill material. We informed him of our plan to use sand for backfill material, pouring through holes in the deck and watered in. He agreed this should work well.

We contacted District Engineer, Howard Johnson, and questioned him concerning high water at Simpson Creek and at Elk City County Road. He indicated that water was on the roadway at Simpson Creek in 1964 or 1965 and that due to the two-foot plus super on the bridge was quite deep on the lower side. He stated further that he had no recollection of water getting on the roadway at Elk City County Road. He indicated further that brush downstream was holding the water back to a great extent, especially during flooding.

We contacted Bridge Designer, Phil Oakley, concerning some questions he had on the existing structure. After some discussion Phil indicated that due to the location and lack of room to stage traffic, they were having problems designing a structure and that he still had hopes we could install culverts.

In summation, we feel that in view of this additional information we should look again at installing dual culverts to replace the existing bridge. We have also determined that after installation of the dual culverts and removal of the bridge a third culvert could be installed on the north side by staging traffic. This would give a total of 180 square feet of waterway.

CEP/HEH/ew

cc: File

REGION 2 ENGINEER
RECEIVED
JAN 15 1975
RE RCE RME RTE ROE
ULE GEO RSO RCC RFE

8262.

R

PRO 4-3

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE February 4, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Simpson Creek Bridge
Corvallis-Newport Highway
Lincoln County

Attached for your information is an assessment for a bond project which Project Management Section has classified as Category 3, non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
D. E. Swan
B. L. Gifford
County & City Unit
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

APPROVED
E.S.H.
E. S. Hunter
Date 2-5-75

2-5-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
FEB 4 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 1974

A. PROJECT IDENTIFICATION

Name of Project Simpson Creek Bridge (Section) RF-150(-)

Location of Project - Corvallis - Newport (Highway Name) US 20 Ore 33 (Highway No., US - ORE)

(City) Lincoln (County) II (Region)

Program Bond (74) (Funding) $68,230 (Estimated Cost) 21-1307 (Prefix)

(with possible conversion to Federal aid)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace a narrow timber structure constructed in 1949 that is now requiring excessive maintenence.

Origin and History: District 4 C. O. G. has requested replacement of this structure on the state bond program as their priority No. 30.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 0.04

Termini The westerly terminus is at M.P. 14.99. The easterly terminus is at M.P. 15.03.

Alignment (new or existing) Existing.

CATEGORY
PROJECT

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None required

Typical Section Presently under consideration are: Two travel lanes with two- paved shoulders, 3 to 1 rock slopes, 1½ to 1 embankment slopes (dimensions are subject to change).

Bikeway None

Structures Existing structure is to be replaced by dual 9 foot 9 inch X 6 foot 7 inch structural plate arch pipes.

Additional Facilities Retaining walls to be constructed to retain fill over the pipes and to control erosion at the pipe inlets.

Access Control No change from existing.

Materials Commercial sources available.

Borrow and Waste Disposal Granular backfill will be required. The small amount required would indicate the use of commercial sources as being most practical.

Special Construction Methods Pipes to be constructed under the existing structure to minimize disruption of traffic.

Characteristics (ADT) The ADT for 1973 was 1,950 vehicles of all types. The twenty year projection is for an ADT of 3,700.

Other General Information (or Supplemental information to items) There will temporary disruption of traffic during the time that the highway is being reconstructed over the pipe installation. The highway may be closed to through traffic for a short time followed by a period of one way traffic as this is being accomplished.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternatives expanding the project to improve grade and alignment have been considered. Extensive cut and fill required in the narrow valley to make any significifcent change in the alignment would be expensive, require additional right-of-way, some from developed home sites, and would destroy native vegetation that contribute to the serenity of the homesites as well as provied wild life habitat.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) The project has been requested by District 4 Council of Governments.

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Tentative Date(s)_____

Type_____

A-95 Review: [ ] Not Required [X] Required

Date Received_____

Date Submitted_____

Expected Coordination with Local, State and Federal Agencies The Oregon Fish and Wildlife Commissions.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
Status		Date	Status	Date
[X]	Survey Authorization	4-26-1974	[ ] Systems Planning	
[ ]	Reconnaissance		[ ] Prel. Engineering	
[X]	Field Location	12-4-1974	[ ] Corridor Approval	
[ ]	Office Location		[ ] Design Approval	
[ ]	Field Prel. Design		[ ] Plans, Specifications and Estimates Approval	
[ ]	Office Prel. Design			
[ ]	Final Design			
[ ]	Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project area is on a section of the Corvallis-Newport Highway that climbs up the easterly slopes of the Pioneer Mountain. The highway leaving the Yaquina Valley follows up a narrow steep sided valley, sharing the valley floor with Simpson Creek. The headwaters of Simpson Creek originate in the pioneer summit area where the highway crosses the mountain. The main stem of the creek generally parallels the highway throughout its entire length, ending at the foot of the mountain where it joins the Yaquina River. Stream side vegetation is the usual riparian types of the coastal range consisting of an understory of shade-tolerant shrubs overtopped primarily with Alder and Big Leaf Maple with an occasional evergreen conifer showing above the dense cover of the overstory. On the hillsides above the valley floor the evergreens become more dominant in the overstory intermix.

Simpson Creek being tributary to the Yaquina River is a valuable fishery

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA (Continued)

resource providing spawning areas and suitable habitat for a proven Coho Salmon run. Fall Chinook Salmon have also been observed in the stream. There are several residential houses scattered along the highway in this area, however outside of clearing for some yard areas, the land outside of the roadbed remains undisturbed.

The proposed bridge replacement site is approximately a half mile up stream from the confluence of Simpson Creek with the Yaquina River. A landscaped yard that partially surrounds a single family dwelling fronts on the highway right-of-way westerly from the bridge site and extends along the stream bank down stream from the bridge. A short distance upstream from the bridge, a second house fronts on the opposite side of the highway. In the streambed immediatly up stream from the bridge, a slope failure of the stream bank has deposited a clay silty material in the stream partially blocking the channel. Outside of this one apparent slope failure the stream banks both up stream and down appear to be stable and are well covered with grass or other soil binding vegetation.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Utilities are outside of proposed construction limits and will not be disturbed.

Projects of this type are considered to be unrelated to any change in noise levels or air pollution.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

2. Estimated Changes in Traffic Patterns:

None

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Construction work within the streambed could have some temporary adverse effect on the stream as a fishery resource.

Consequences:

Coordination with the Oregon Fish Commission as to the appropriate time for construction in the stream and the enforcement of Standard Specifications Controlling siltation and sedimentation will minimize the effects.

5. Expected Adverse Effects on Cultural and Scenic Resources:

Not significant.

Consequences:

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

Construction work within the streambed.

7. Potential for Controversial Issues:

None anticipated.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist		X	
Urban Economist			
Water Quality Spec.		X	
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner			
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal type-written report.
  AVERAGE - Routine analysis. Short to medium length report including consider-

...neer)

☐ Category 1

J. PROJE...

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

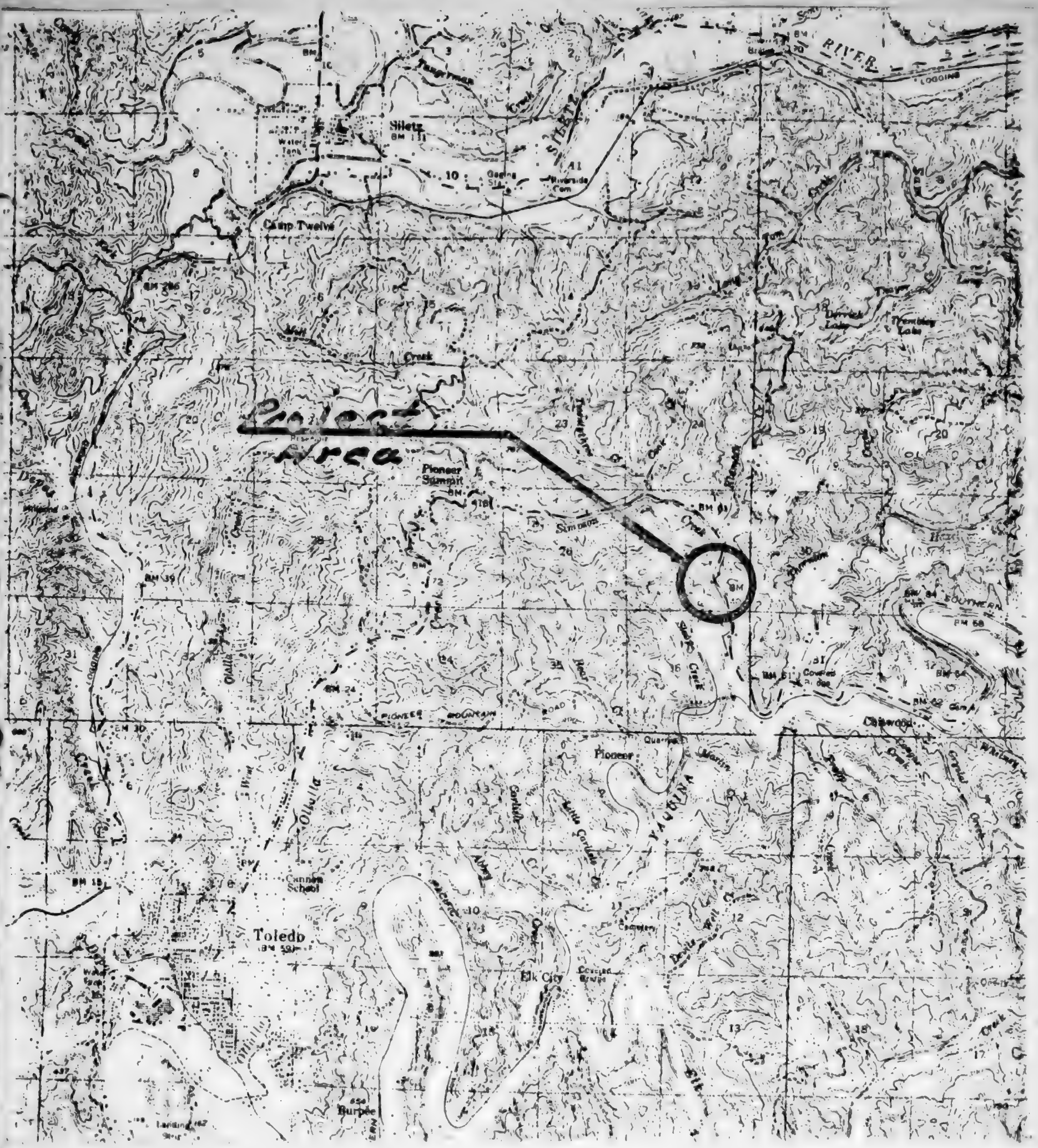
J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS

According to Chapter [illegible] deemed a non-major action:


Project Area
Camp Twelve
Silets
Pioneer Summit
Simmons
Toledo
Elk City
Burpee
Pioneer
Cliffwood
Yaquina
Pacific
Coquille
Olalla
Creek
River
Cannon School
Quarry

8263 Baldock Safety Rest Area 25 1975
mi. N of Salem on Pacific Hwy.
(Grading, paving & facilities)

8263

December 18, 1978

Reliance Insurance Company
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

A post-final payment for $433 will be made to Schrader Construction Co., Inc., on Contract No. 8263 for work on the Baldock Safety Rest Area Section of the Pacific Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,909,238.98 including the post-final payment. Of the total, $53,097.99 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland, OR 97206

Fred S. James & Co.
1 S.W. Columbia
Portland, OR 97258

bc C. T. Keasey
Walt Hart
Ed Hardt

8263

August 3, 1978

Reliance Insurance Co.
700 N. E. Multnomah
Portland, OR 97232

Gentlemen:

On July 28, 1978, we wrote to you concerning release of final payment on Contract No. 8263 awarded to Schrader Construction Co., Inc., for work in the Baldock Safety Rest Area on the Pacific Highway in Clackamas County.

Final payment on this contract is $25,390 and the total contract amount is $1,908,805.98 including $53,097.99 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Schrader Construction Co., Inc.
7912 SE Powell Blvd.
Portland, OR 97206

C. T. Keasey
Walt Hart
Ed Hardt

8263

April 28, 1978

Reliance Insurance Company
Portland Office
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

Attached for your information are copies of letters to Schrader Construction Co., Inc., from Mr. Art Gottfried, Highway Division Resident Engineer, concerning violation of contract labor provisions on Contract No. 8263, the Baldock Safety Rest Area in Clackamas County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda
Att.

cc Fred S. James & Co. of Oregon
1 S.W. Columbia
Portland, OR 97232

bc C. T. Keasey
Jack Sollis
Warren Richards

OREGON STATE HIGHWAY DEPARTMENT

c/o Art Gottfried
P. O. BOX 14030
Salem, Oregon 97310
March 8, 1978

CON 5
603-1038

Schrader Construction Co., Inc.
7912 S. E. Powell Blvd.
Portland, Oregon 97206

Attention: Mr. Ray Schrader

Re: Baldock Safety Rest Area
Pacific Highway
Clackamas County
Contract No. 8263

Violation Of Contract
Labor Provisions

Dear Sir:

As discussed in my letter of January 5, 1978 I am sending you a revised list of employees who were underpaid according to L & R Landscape Inc. payrolls.

It still appears unlikely that L & R Landscape will voluntarily comply with the wage requirements of the contract. I suggest that you make every effort to see that this problem is resolved, because you are still responsible for the fulfillment of contract requirements regardless of whether or not that portion of the work was assigned to a subcontractor.

As agreed upon by Walt Berry, Assistant Attorney General, and L & R Landscaping's Attorney, I have withheld $15,000.00 to cover all anticipated wage deficiencies. However, I have made final payment on all the bid items on the February 10th estimate and the retainage has been reduced to $10,000.

Sincerely,

Art Gottfried

Art Gottfried
Resident Engineer

AAG/rdf

Enc.

cc: Region
Construction
L & R Landscaping
File

Routing

Keasey	RECEIVED	Richards	W
Bond		Glenn	
Jackmond	MAR 9 1978	Berg	
Hopkins		Church	
Johnson	CONSTRUCTION	Gebauer	
Moss	SECTION	Widmer	

OREGON STATE HIGHWAY DIVISION

c/o Art Gottfried
P. O. Box 14030
Salem, Oregon 97310
January 5, 1978

CON 5
603-1038

Schrader Construction Co., Inc.
7912 S. E. Powell Blvd.
Portland, Oregon 97206

Attention: Mr. Ray Schrader

Re: Baldock Safety Rest Area
Pacific Highway
Clackamas County
Contract No. 8263

Violation Of Contract
Labor Provisions

Dear Sir:

L & R Landscape Inc., a subcontractor on the subject project, has persisted in their refusal to pay the wage rates specified by the contract. I have therefore enclosed a list of employees who were underpaid according to our records and the amounts owed them through August 31, 1977. This list will be revised when we receive the remainder of L & R's payrolls.

We had hoped that your subcontractor would reconsider and voluntarily comply with the wage requirements of the contract. As that possibility now appears unlikely, I suggest you consider what action you may wish to take to see that the problem is resolved. As you are aware, you are responsible for the fulfillment of contract requirements regardless of whether or not that portion of the work was assigned to a subcontractor.

As agreed upon by Walt Berry, Assistant Attorney General, and L & R Landscaping's Attorney, I have withheld $15,000 to cover all anticipated wage deficiencies. However, until this problem is resolved I can not send in your semi-final which includes the $15,000 withheld for labor compliance and $30,000 in retainage. All bid items are being paid in the January 10th estimate.

Sincerely,

Art Gottfried
Resident Engineer

AAG/rdf
Enc.
cc: Region
Construction
L & R Landscaping
File

Baldock Safety Rest Area
Pacific Highway
Clackamas County
Contract No. 8263
Prefix No. 603-1038
FAP No. I-5-5(64)283

EMPLOYEE	AMOUNT DUE AS OF 8/30/77
Edmundo Armenta 550-80-6564 3624 Commercial St. S.E. Salem, Oregon	$1,420.03
Rex Allen 132 Maple Blvd. Troutdale, Oregon 97060	$ 110.40
Vance Blaisdell 3677 74th S.E. Salem, Oregon 97301	$ 8.80
William Chase	$ 819.48
Corbet L. Conners 533-54-1694 2142 S.E. Pine Lane Milwaukie, Oregon 97222	$ 36.02
Thomas D. Copeland 4510 N.E. Portland Hwy. Portland, Oregon 467-82-6989	$ 76.80
Thomas Eleen 549-70-7347 4832 Regal Ave. N.E. Salem, Oregon 97301	$ 127.21
Tim Goforth 410 Judson S.E. Salem, Oregon 97302	$ 203.61
Kenneth Haller 573-72-3970 583 Elm St. Turner, Oregon	$ 612.51
Kreigh Hampel 621 S.E. 37th Portland, Oregon 97214	$ 494.20
Kerry Hart 540-60-0307 17230 S.W. Lake Haven Lake Oswego, Oregon 97034	$ 22.40

Dennis Holte 569-80-5298 795 Madrona, S. Salem, Oregon 97302	$2,179.42
Diana Holte 546-98-9036	$ 6.40
Mike Holte	$ 25.60
Gary Howton 537-32-0888 180 Idylwood, S.E. c/o Almo Vido 97302	$ 923.57
Cordell Huber Jr. 4443 Munker Salem, Oregon 97301	$ 4.80
Rod Huber	$ 56.15
Bryant Jackson 7390 N. 5th Turner, Oregon 97392	$ 269.42
Rich Koster 546-66-4432 2151 Winter St. S.E. Salem, Oregon 97302	$ 221.64
Rodney C. Lewis 4520 Macleay Rd. S.E. Salem, Oregon 97301	$ 25.60
John McCleery	$ 4.95
Derald Mckinzie 4722 Whitma Circle Salem, Oregon 97301	$ 80.34
Kenneth Meyer	$ 6.40
Randy Meyer	$ 4.00
Mitch Monders 542-70-4052 2292 65th S.E. Salem, Oregon 97301	$ 617.58
Sharon Moriarty 541-84-3036	$ 6.40
Carter Nelson	$ 133.26

Joe Phillips 533 Garfield Woodburn, Oregon 97071	$ 23.20
Pamela Sue Phillips 543-62-2417 2350 Hazel Ave. NE Salem, Oregon 97303	$ 7.44
Farris Rothauge 541-68-8920 31776 Raisor Rd. Cottage Grove, Oregon 97424	$ 3.90
Ronald Tuff 3677 74th S.E. Salem, Oregon 97301	$ 48.00
James Vincent 567-70-1493 701 N. First St. Silverton, Oregon	$ 266.88
Greg Wardrop	$ 390.15
Mike Wardrop	$ 777.50
William Woods 2905 Cordon Rd. N.E. Salem, Oregon 97303	$ 460.91
Mark Zirkle 1442 Vista S.E. Salem, Oregon 97302	$ 316.71
Atto Roller	$ 41.60

$10,833.28

8263

FORM 81,735-3091

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION [redacted] Baldock Safety Rest Area		WEEK ENDING December 10, 1977
		SECTION PREFIX 603-1038
HIGHWAY Pacific		COUNTY CLackamas
NAME OF JOB Baldock Safety Rest Area	KIND OF WORK Grading, Paving, Illumination, Facilities.	
CONTRACTOR Schrader Construction Co., Inc.	CONTRACT NUMBER 8263	FEDERAL AID PROJECT NUMBER I-5-5(64)283
DATE OF CONTRACT August 7, 1975	DATE WORK STARTED August 12, 1975	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $2,263,000.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99.5
EXCLUSIVE OF ENGINEERING: $1,953,000.00	ENGINEERING AUTHORIZATION $310,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,953,000.00	ENGINEERING COST TO DATE $317,556.24	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN .3 %	PERCENT OF AUTHORIZATION 102 %	DATE PROJECT WAS COMPLETED: 11/8/77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.1	1.1			1.1
MILES PARTIALLY COMPLETED	1.1	1.1			1.1
MILES COMPLETED	1.1	1.1			1.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)	13,200 cy	21,000 tons			10,200 tons
TOTAL QUANTITIES CORRECTED TO DATE	9,906 cy	18,587 tons			9657 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9,906 cy	18,587 tons			9,657 tons
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Complete	Complete			Complete
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Cldy Showers			
MONDAY 5	Ptly Cldy Cool			
TUESDAY 6	Windy Rain			
WEDNESDAY 7	Cldy Showers			
THURSDAY 8	Ptly Cldy Cool			
FRIDAY 9	Cldy Cool			
SATURDAY 10				

Routing
Richards
Johnsen
Inioes

RECEIVED
DEC 12 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 4	No Activity.
MONDAY 5	L&R: establishment period weeding and replacing shrubs.
TUESDAY 6	L&R: establishment period weeding and replacing shrubs.
7 WEDNESDAY	L&R: completed establishment period work.
THURSDAY 8	No Activity.
FRIDAY 9	No Activity.
SATURDAY 10	No Activity.

REMARKS

Job complete 11/8/77, L&R completed all establishment work 12/6/77.

SIGNED Art Gottfried LOCATION Salem

Art Gottfried

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-794

FEDERAL AID PROJECT NO.
5-5(64)283

STATE PROJECT NO.
See Below

COUNTY NAME
Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2-19-75	10-31-77	Interstate 5

STATE ROUTE NUMBER
Primary 1

GENERAL LOCATION:
"Baldock Safety Rest Area"

GENERAL DESCRIPTION OF WORK:
Construct drainage trench, drain holes and repair sod lawn.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-23-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order NO 8 AT a total estimated cost not to exceed $1,300, Federal Funds - $1,199.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-6-77		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FOR
Info | Inves. | R/D | D/R | Sign | Act | File

#8263

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

November 7, 1977

FILE COPY
H. S. COULTER

FROM: Warren Richards
Construction Office Engineer

SUBJECT: Contract Minimum Wage Rates

TO: Jack Sollis
Asst. Attorney General

Attached is a copy of June 23 letter to you asking advise on the proper minimum wage rates to enforce. The letter was forwarded by you to Mr. Herman in the Justice Department for an opinion which I have not yet received.

The examples referred to in the letter related to two projects now completed and I need a response to my questions so that we can withhold or release funds as necessary.

Baldock Safety Rest Area, Contract 8263:

The first example involved a subcontractor on this project. Since then the subcontractor has been informed that no further payment would be made for items of work performed by his firm. I understand his attorney contacted Walt Barrie regarding the problem while you were on vacation. After some discussions between Mr. Barrie and Les Hampton, approximately $14,000 was withheld.

Burchard Creek - Scott Creek, Contract 8464:

The second example involved a prime and his subcontractor on this project. Oregon law provides that the wage rate required by a state-wide collective bargaining agreement shall be the prevailing wage rate for a contractor that is a party to the agreement. The question I had was if our contract ..."minimum hourly rate of wage, not less than the prevailing rate of wage,.."(Section 107.04) is to be required of a union contractor when it is higher than union scale.

Since my first inquiry, the contractor and the sub were advised that the contract minimum wage was required. The subcontractor complied but the prime refused on the basis that he was a union contractor. At the time, I believed the sub was not a party to a state-wide labor agreement.

RECEIVED
STATE HWY ENG
NOV ? '77
REFER TO
FOR
Init. Inv. R/D D/R Sign Act File

We have not withheld funds from the contractor until we received a legal opinion. The sub has claimed that he was not treated equally in regard to the minimum wage rate. A copy of Mr. Coulter's letter is attached that responds to that and other questions raised by the sub.

I believe Mr. Coulter's response to the wage rate question is based on a conversation between myself and Dave Glenn. I apparently failed to make myself clear as, contrary to the letter, the Oregon Bureau of Labor is satisfied with the wage rate paid by the prime to the best of my knowledge. Had the prime been a non-union contractor, the Bureau would then insist on the higher rate. Also, the statement that the sub would be reimbursed if it was determined the lower rate was appropriate, was my personal opinion which I did not realize would end up in a letter to the sub.

I have learned that the sub is also a party to a state-wide labor agreement. The question still remains unanswered, however. Do we require all contractors to pay the minimum wage rate specified by the contract or do we allow union contractors to pay a lower scale than we demand of a non-union contractor?

WR:mk

cc: H. S. Coulter w/attachments
Dave Glenn

Labor Compliance

Routing
1 Ke
2 Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
JUN 24 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg

Salem, OR
June 23, 1977

Warren Richards
Construction Office Engineer

Jack Sollis
Asst. Attorney General

Contract Minimum Wage Rates

I would appreciate a legal opinion on the minimum wage rates that are applicable on Transportation Commission construction contracts.

The special provisions of our contracts and our standard specifications both contain references to Oregon's "Little Davis-Bacon Act", ORS 279.348 thru 279.356. Most of our construction projects are federally funded to some extent and therefore the contracts contain Federal Form PR-1273, "Required Contract Provisions, Federal-aid Construction Contracts", with the current federal prevailing wage rate list attached. The contracts always contain a "Schedule of Minimum Hourly Wage Rates" that comply with the current State prevailing wage rates. A statement at the end of this schedule specifies that in the event of any conflict between "the above minimum hourly wage rates and other pertinent minimum hourly wage rates ... the higher of the conflicting wage rates shall be applicable under the contract."

We have encountered some opposition from a few contractors in our enforcement of the higher of the conflicting rates. I believe the agency has the right to specify and enforce a minimum rate higher than that specified as the prevailing rate by either the State or Federal labor agencies but I would like a legal opinion on the question.

Two examples of our problem are as follows:

A contract was let which contained both federal and state labor provisions. The state rate was higher and was enforced. After the project was awarded, the Oregon Bureau of Labor determined that there was not currently a prevailing wage rate for the classification. We continued to enforce the "Schedule of Minimum Hourly Wage Rates" that were based on the State prevailing rate. The contractor refused to continue paying the rate and paid the lower rate provided by the federal labor agency at the time of bidding. (The current federal prevailing rate was actually higher than any rate listed in the contract for the classification by the time the Bureau of Labor determined there was no rate.)

I feel that the contract specified a minimum rate and that rate would not be reduced by any action of the Bureau of Labor. The only way I see that the rate could be reduced is if the contract provisions were modified by agreement and an equitable reduction in contract cost was negotiated. (As the current federal prevailing rate was actually higher than the contested minimum rate, we would not, of course, enter into such an agreement.)

The second example has to do with a rate listed in the "Schedule of Minimum Hourly Rates" for another project that is higher than the rate established by a "state-wide agreement" with a labor organization. (This is because of a difference in travel distance or "zone" definitions.) ORS 279.350 provides that those contractors and subcontractors who are party to such an agreement shall pay the rates established by the labor agreement. Non-signatories to the agreement would have to pay the higher or lower prevailing rate according to the Oregon Bureau of Labor.

We have insisted that the contractor pay the rate listed in the "Schedule of Minimum Hourly Rates" even though he is a signatory to a state-wide labor agreement. The union scale is agreeable to the Oregon Bureau of Labor and is the same as the federal prevailing rate listed in the contract. The rate we are requiring to be paid is actually based on the State prevailing wage rate but which excludes signatories to the state-wide labor agreements.

I believe the above mentioned statement regarding the higher of any conflicting rates would apply as the "Schedule" itself does not exclude anyone. To allow the contractor to pay less would create an inequality in bidding as non-union contractors would have to pay the higher rate. In fact, a non-union subcontractor would have to pay the higher rate on this project while the prime would not, according to Oregon Bureau of Labor interpretations.

We have in the past consistently insisted on the higher of any conflicting wage rates at the time of bidding be paid as a minimum throughout the life of the contract. If union scale increased we felt the union should enforce their own contract. If the Oregon Commissioner of Labor increased the prevailing rate, we left enforcement of the new rate to his agency. In this manner we have avoided forcing any contractor to pay a rate higher than his competitor.

As ORS 279.350 provides for wage rates which the contractor may not pay less than, I feel we are within our rights to require a higher rate to insure equality in bidding. I am less confident that we are in compliance with ORS 279.354 when we enforce only the minimum rate specified in the contract throughout the life of the contract. However, a proposed amendment to SB 297 to specifically require payment of amended prevailing wage rate during the life of the contract was deleted by the House Labor Committee. The Committee Chairman felt deletion of the proposed amendment made it clear that the intent of SB 297 in the Committee's view was that payment of an amended prevailing wage rate was not required. His view on the question was not contested during the hearing.

Unfortunately, the amended ORS 279.354 will still have the words "... and each time the prevailing wage rate changes, and once before final payment ...". I believe this was an oversight and today discussed it with Rep. Otto and Chairman Kulongoski. Rep. Otto, who will carry the bill to the House floor, was non-committal except to say nothing could be done unless a new hearing was called. He asked Chairman Kulongoski to talk to me on the question.

The Chairman had only a moment before having to return to the floor for a vote, but indicated he agreed that leaving in the above statement was an oversight. He felt it was too late to correct it and that the bill would probably pass as presently worded.

Hopefully some conflicts will soon be resolved for many future projects. SB 297 as presently proposed would delete the requirements of the Little Davis-Bacon Act where federal labor law applies. On federal-aid projects we would then have only one minimum rate; state-wide labor agreements would clearly not alter the minimum rate; and the minimum rate would clearly remain constant throughout the life of the contract, all as per federal regulations.

Based on deletion of the above mentioned amendment, I believe the bill allows the minimum rate to apply to non-federally funded projects throughout the life of the contract. The potential for conflicts between union rates and prevailing rates on non-federally funded projects will continue under the bill as presently proposed.

I anticipate passage of SB 297 which will require that our specifications and instructions to the field be revised. The bill, if passed, would take effect immediately as an emergency clause was included so that the Bureau of Labor could proceed under the new bill for their July 1 wage rate determination.

Attached are copies of pertinent sections of our standard specifications as well as special provisions relating to wage rates from a current contract.

Please advise if we should modify our policy of minimum wage rate enforcement.

WR:mk

Attach.

P.S. Jack, please note verbage in SB 297 regarding employment information being confidential. As submission of certified payrolls is a requirement of all federal-aid contracts, we have treated them as public information. Should we treat them as confidential records? How about Public Works Contractor Wage Certifications (ORS 279.354)? Confidential on non-federally funded projects but not on federal-aid jobs? Please advise.

Sollis referred the questions to Peter Herman in the Justice Dept (378-4620). WL

8263

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: October 4, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Baldock Safety Rest Area, Contract No. 8263

A 10.7 percent overrun on this project is expected. It is virtually completed and covered a major expansion of the existing rest area in both directions. The project included large, new development areas with parking areas and landscaping, additions to the sewer and water systems, storm drainage system, illumination, and late in the contract modifications to the two existing rest area buildings were also added. The contract started in late summer of 1975. Schrader Construction Company is the contractor.

Five items account for over $100,000 of the increased work. These are (1) additional borrow excavation to make roadway fill slopes on the northbound side and for drainage of landscaped areas, (2) a storm drainage change to provide a holding pond with a pump overflow system, rather than a direct gravity drain which an adjacent owner objected to, (3) remodeling the old existing buildings, (4) dead limb removal from the existing trees, and (5) added illumination. Some 46 change orders have been accumulated. Redesign to make the needed changes and comparatively low daily contract earnings for this kind of work cause higher engineering also.

This project utilizes Interstate funding and added or changed work has been federal participating. Your approval is requested for an increase of $220,178.87 to a new total project authorization of $2,263,000.00. This item will be on the Consent Calendar for the October 18 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
John Sheldrake
D. H. Moehring
V. E. Skoog
George Bell

John Although I have made this recommendation I am disappointed in the overrun of about $165,000, - $310,000 to engineer a $1,950,000 improvement is too high. Scott

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8263

Salem, Oregon

September 28, 1977

FROM: John A. Bond, Engineer
Contract Administration Section

SUBJECT: Baldock Safety Rest Area
Contract No. 8263
Request for Increase in
Project Authorization

TO: H. S. Coulter
State Highway Engineer

Herewith form E-372 showing a 10.7 percent overrun on this project which is now virtually completed. This contract covered a major expansion of the existing rest area in both directions. It included large, new development areas with parking areas and landscaping, additions to the sewer and water systems, storm drainage system, illumination, and late in the contract modifications to the two existing rest area buildings were also added. It has been a long running contract starting in late summer of 1975 and we have had four different resident engineers assigned to it. Schrader Construction Company is the contractor.

The Resident Engineer has listed some 72 items of change on this request. This becomes more of an accounting exercise than a perspective on the real reasons for the overrun. Five items account for over $100,000 of increased work. These are 1) additional borrow excavation to make roadway fill slopes on the northbound side and for drainage of landscaped areas, 2) the storm drainage change to provide a holding pond with a pump overflow system, rather than a direct gravity drain which adjacent owner objected to, 3) remodeling the old existing buildings, 4) dead limb removal from the existing trees and, 5) added illumination. Engineering has more than doubled with an overrun of $165,000. Part of this will have to be nonparticipating. Round trip travel time from the crew headquarters was almost two hours and the long-running project time, redesign to make the needed changes and comparatively low daily contract earnings for this kind of work cause higher engineering. More awareness of public liability in the use of these facilities and the complexities of the many codes and regulations applying to the work (electrical, plumbing, building) are making engineering cost more on these contracts too.

A review of the new pricing negotiated on this project indicates about 9.4 percent, so fortunately we do not have to go to PCRB. A rough draft letter to the Commission requesting an increase of $220,178.87 to a new total project authorization of $2,263,000.00 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
OCT 4 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8263

8

September 19, 1977

Schrader Construction Company, Inc.
7912 S.E. Powell
Portland, OR 97206

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8263 for work on the Baldock Safety Rest Area in Clackamas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 92 days is granted which would be to September 30, 1977. This is because of all added price agreements and extra work orders, particularly redesign of irrigation system early in the project and the Price Agreement 29 work on existing building late in the project. This extension will expire September 30, 1977, which provides ample time to complete the sod lawn replacement and completion of all the contract work.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
John Sheldrake
Robert Church
Art Gottfried
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8263

Salem, Oregon

September 15, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Baldock Safety Rest Area
Contract No. 8263
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

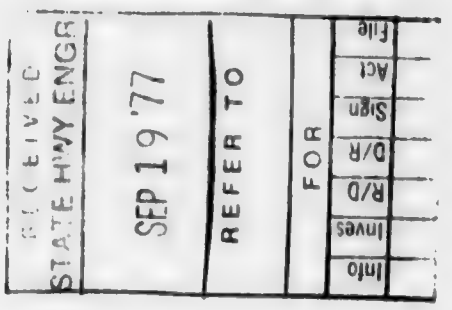
Herewith request from Schrader Construction Company, Inc. for 78 days additional because of redesign of the irrigation system early in the project and the light fixture problem which has involved lengthy testing and analysis late in the project.

This was a large complex expansion contract in the amount of $1,794,541 awarded in August of 1975 with a specified completion date of June 30, 1977. There have been some significant plan changes to fit conditions encountered. One of the earlier ones (not cited by the contractor) was to change the storm drainage system resulting in Price Agreement No. 11 in the amount of $50,054. The water supply system was also modified when an intended new well did not prove productive. A 50,000 gallon reservoir was added under E.W.O. 3 written for $28,157. Comparatively late in the contract, work was added to revise plumbing and electrical systems in the existing rest area buildings. This was covered by P.A. 29 in the amount of $16,000. We have accumulated 30 price agreements and 16 extra work orders to date. The project authorization is overrun more than the allowable five percent and a request for additional authorization will be forthcoming soon.

The work is virtually complete except for replacement of some sod lawn which is to be done by a subcontractor. The 78 days requested would expire the end of this week and in talking with the Resident Engineer, I understand the lawn replacement will probably not be accomplished yet at that time.

A precise derivation of the amount of additional time justified by the added orders is probably impossible due to the amount of concurrent work and the several different kinds of work required in the project. The Resident Engineer's report on the extension request is attached and in his opinion, the 78 days requested is easily justified. After further discussion with him, he recommends two weeks additional which would run to the end of this month and should be ample time to complete all the work and thereby avoid a second request. I believe we should do it this way and recommend a 92-day extension which would be to September 30, 1977. This can be granted participating under delegated authority. A rough draft letter to the contractor on this basis is attached.

JAB:fr
Att.
cc: Robert Church



Boulden
Kennedy
Bond
Jackmond
Hopkins
Johnsen
Inloes
Glenn
Berg
Church
Gebauer
Widmer

SEP 8 1977

CONSTRUCTION SECTION

C.T. Keaney

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

September 1, 1977

FILE: CON 5
603-1038

FROM: Art Gottfried
Resident Engineer

TO: John W. Sheldrake
Regional Engineer

SUBJECT: Baldock Safety Rest Area
Pacific Highway
Clackamas County
Contract No. 8263

Increase In Number of Workdays

Attached you will find the contractors request for increase in number of calander days to complete construction contract. He is asking for 78 days and I recommend that we give them to him.

The following is a breakdown of time the contractor was delayed beyond his control:

1. A considerable delay was caused by the dry well at the N.B. area which was abandoned on November 14, 1975. L & R Landscape, Inc. (Landscape Sub) began work on the S.B. irrigation system November 18, 1975, not being aware of a possible design change, and on November 19, 1975 he was ordered to suspend operations until the problem could be resolved by Design.

   The final decision on how to resolve the irrigation problem was incorporated in PA #11 signed March 29, 1976 and L & R resumed operations April 6, 1976 after a 135 day delay, of which weather might have permitted work for approximately 75 days.

2. A decision to revise and remodel the plumbing in the old toilet buildings was made October 10, 1976 and the plans were finalized by December 2, 1976. However, due to difficulty in getting price justifications, price agreement #29 was not approved until February 2, 1977. A delay of 112 days. During this time most of the other work on the toilet buildings was suspended pending the new design of the plumbing.

3. Approval of the light fixtures involved a research and design analysis which extended over many months. Considerable delay was caused by this problem.

4. Additional delays and extra work was caused by the numerous price agreements and extra work orders that were involved in this project.

As you can see we can account for delays that far exceed the 78 calander days that the contractor is requesting.

AAG/rdf
cc: File

REGION 2 ENGINEER
RECEIVED
SEP 2 1977
RME RTE ROE
ULE GEO RSO ROC RFE

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8263 Contractor Schrader Construction Company, Inc.

Highway Pacific

Section Baldock Safety Rest Area

Kind of Work Grade, Pave & Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 92-day extension of contract time because of redesign of irrigation system early in the project and the light fixture problem which has involved lengthy testing and analysis late in the project, and the effect of all price agreements (30) and extra work orders (16) on the project.

Recommended for Approval:

Regional Engineer

for Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

BP*87005-734

E-330 (Rev. 3-71)

OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 26 1977
OFFICE of RESIDENT ENGINEER

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 22, **19**77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... **days to** ..... **days, within which to complete our Contract No.** 8263, **without the assessment of liquidated damages. The said contract is described as follows:**

BALDOCK SAFETY REST AREA, grading, paving & facilities, Pacific Highway, Clackamas Co.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The well on the northbound side did not develop to design expectations and of necessity was abandoned. This occurred November 1975 and necessitated redesign of the irrigation system, including tank, pipes and pump purchase with installation of the new design. This caused the planting season to over-run for both lawn and shrubs. In addition, the light fixtures were involved in a research and design analysis which necessitated testing in the lab and on jobsite. The total impact of this condition beyond the control of the contractor necessitates an extension of 78 days.

Respectfully submitted,

SCHRADER CONSTRUCTION CO., INC.
Contractor

By R. A. Schrader
R. A. Schrader, President

CONSENT OF SURETY

Date ....., **19**.....

We, ...

....., **as**

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

8263

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 22, 1977

FROM: Merlyn Anderson
Landscape Designer

TO: MEMO TO THE FILES

SUBJECT: Baldock Safety Rest Area
Acceptance Inspection to Place
Sod Lawn into 2-Week Establishment--
8-19-77

The sod lawn areas inspected had several brown patches. The lawns will not be accepted until all areas are a green uniform color.

The inspection was attended by:

Art Gottfried, Resident Engineer
Rick Kuehn, District Engineer
Bob Royer, Regional Construction Engineer
Vince Tabor, F.H.W.A.
Jeff Drago, Project Inspector
George Hopkins, Construction
Merlyn Anderson, Landscape Designer
George Lewis, Landscape Contractor
Terry Stein, Prime Contractor Representative

MA:az
cc: Art Gottfried
Rick Kuehn
Bob Royer
Vince Tabor, F.H.W.A.
George Hopkins

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 24 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

8263

8

bc H. S. Coulter
E. S. Hunter
W. J. Hart
J. L. Sollis
John Sheldrake
R. P. Hamilton
G. J. Ballard
R. E. Royer
Art Gottfried

August 4, 1977

The Honorable Roger E. Martin
State Representative
13750 S.W. Knaus Road
Lake Oswego, OR 97234

Dear Mr. Martin:

Luminaires
Baldock Safety Rest Area
Pacific Highway, I-5
Contract No. 8263

I am replying to a request by your Administrative Assistant to Mr. E. S. Hunter, Branch Manager, Technical Services Branch, relating to the status of the luminaire units in the Baldock Safety Rest Area.

The State has field tested the 400-watt and 150-watt units supplied by Sterner Lighting Systems, Inc. The 400-watt units substantially comply with the contract specifications and will be accepted.

The twenty-five 150-watt luminaires did not comply with the specifications and will be rejected. The 150-watt units will be purchased by the State for use at other locations having lighting requirements which they will meet. The twenty-five 150-watt luminaires will be deleted from the present contract. A separate contract for installation will be advertised within the next two months with revised specifications. A copy of our letter to the contractor's attorney is attached for your information.

If you have any further questions on this matter, please do not hesitate to contact me.

Sincerely,

C. T. Keasey
Construction Engineer

CTK:ia

Att.

#9163

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~108 State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

NOTED
E. S. HUNTER

August 2, 1977

Mr. Paul R. Meyer
Attorney at Law
Suite 800
610 S. W. Alder Street
Portland, OR 97205

RECEIVED
STATE HWY ENGR
AUG 4'77
REFER TO
FOR
Info | Insp. | S/D | D/R | Sign | Ltr | File

RE: Luminaires
Baldock Safety Rest Area
Pacific Highway, I-5
Contract 8263

Dear Mr. Meyer:

We have studied the recent field test readings of the luminaires installed at the Baldock Safety Rest area, and the following are our conclusions.

This test installation was authorized by my letter of June 6 in which certain ground rules were established for testing of the units. The testing of June 27 was not witnessed by Sterner representatives so we agreed to additional testing on the night of July 25, 1977. This testing was solely under the control of Sterner representatives (Mr. Joe Pellicano and Mr. Carl Snyder). They used a laboratory rated lamp on the 400 W unit installed on pole #2. The results of this test are enclosed.

From consultation with our staff, the Highway Division has reached the following conclusions:

1. That the 400 watt (50,000 lumen HPS lamp) Cutoff Type III luminaire furnished by Sterner is in substantial compliance with the Special Provisions of the Standard Specifications of this project. The remaining 400 watt luminaires to be furnished are still contingent upon satisfactory performance after installation.

2. That the 150 watt (16,000 lumen HPS lamp) Cutoff Type III luminaire furnished by Sterner does not comply with the Special Provisions of the Standard Specifications of this project.

c.

3. The 150 watt (16,000 lumen HPS lamp) cutoff flood luminaire to be furnished by Sterner is the 150 watt Cutoff Type III installed at a 10° tilt. This unit was not tested as such. These units are not acceptable for the reasons stated above for the basic 150 watt Type III unit.

To settle this issue, the following is proposed:

1. The 400 watt luminaires shall be furnished and installed as called for in the contract.

2. The twenty-five 150 watt luminaires and ballasts shall be delivered to the site but not erected. These units will be purchased by the State. The item will be deleted from the contract.

3. The furnishing and installation of replacement units will be the subject of a separate contract. This action is contingent upon the negotiation of credit in favor of the State for the installation cost.

Arrangements for installation of the 400 watt luminaires and for delivery of the 150 watt luminaires described under item 2 above should be made through the Resident Engineer, Mr. Art Gottfried. We trust that the installation of the 400 watt units will be handled expeditiously.

Sincerely yours,

ORIGINAL SIGNED
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

WJH:JLS;sjb
enclosures

cc: L. S. Hunter
W. J. Hart w/attach
C. T. Keasey
John Sheldrake w/attach
Art Gottfried w/attach

Joe Eoff
Eoff Electric
156 Front St.
Salem, OR 97301

Hamilton Electric w/attach
P.O. Box 708
Eugene, OR 97401

Joe Pellicano w/attach
P.O. Box 8903
Portland, OR 97208

R. A. Schrader w/attach
Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland, OR 97206

Robert Kruger w/attach
Sterner Lighting System, Inc.
351 S. Ave. West
Winsted, MN 55395

8263

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 7-143
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-21-77

Form Approved; O M B No. 04-R2089

State: OREGON

County: CLACKAMAS

Project Number: I-5-5(64)238

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,997,424	$ 2,235,580
Federal funds	$1,843,222	$ 2,062,900
Other revisions		

This modification is made for the following reasons:

To include additional approved items of work. No change in the present additional funding under PL 94-30 in the amount of $123,361.60

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of July, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By _____

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

3.75
4.75
7.00
00
0

3,2
52
700.
10,519.05
28,157.50
6,091.65
,106.20
1,568,132.20
211,697.80
$1,779,830.00

Lump Sum
sq. ft.
Increase

5.75
$ 386,81

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, July 19, 1977

FEDERAL AID PROJECT
No. I-5-5(64)283

BALDOCK SAFETY REST AREA
PACIFIC HIGHWAY in CLACKAMAS COUNTY

Revised Project Agreement Estimate

Type Code Y021

Rest Area (Sta. 653+00)

Subtotal on Previous Estimate of August 8, 1975			$1,429.026.00
Additional Approved Items			
P.A. 8 Borrow Excavation	11,500 cu. yd.	3.75	43,125.00
P.A. 11 General Excavation	5,440 cu. yd.	4.75	25,840.00
P.A. 11 Drain Pump	Lump Sum		5,432.00
P.A. 11 Pump House	1 only	6,410.00	6,410.00
P.A. 11 4 inch PVC Water Line	1,706 lin. ft.	4.00	6,824.00
P.A. 11 6 inch PVC Water Line	332 lin. ft.	5.50	1,826.00
P.A. 11 Class 100 Rip Rap	20 cu. yd.	20.00	400.00
P.A. 11 Type 3 Fence	592 lin. ft.	5.50	3,256.00
P.A. 11 16 Foot Metal Gate	1 only	525.00	525.00
P.A. 11 Redistribute Sewer Pipe	Lump Sum		700.00
P.A. 27 Illuminate Pathways and Dump Station	Lump Sum		10,519.05
EWO 3 N. Bound Irrigation System Supply	All Required		28,157.50
EWO 16 Remove and Dispose of Sod Around Trees	All Required		6,091.65
	Increase		$ 139,106.20
	Subtotal		$1,568,132.20
	Engineering		211,697.80
	TOTAL		$1,779,830.00

Type Code Y022
Convenience Facilities (Sta. 653+00)

Subtotal on Previous Estimate of August 8, 1975			$ 386,815.00
Additional Approved Items			
P.A. 28 Extend Cermic Wall Tile Old Toilet Buildings	400 sq. ft.	5.75	2,300.00
P.A. 29 Revise Plumbing and Electrical Sys. in Old Restrooms	Lump Sum		16,000.00
	Increase		$ 18,300.00

Subtotal	$ 405,115.00
Engineering	50,635.00
TOTAL	$ 455,750.00

Length of Project . . . . . 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Rest Area	$1,779,830.00	$1,642,400.00	$137,430.00
Convenience Facilities	455,750.00	420,500.00	35,250.00
TOTAL	$2,235,580.00	$2,062,900.00	$172,680.00

Group 1 - 100%
Prefix 603-1038
Contract No. 8263

8263

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER: 5-1741
PROJECT REPORT NUMBER:
MODIFICATION NUMBER: 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-3-1 STATE COPY

Form Approved; O M B No. 04-R2089

State: Oregon

County: Clackamas

Project Number: I-5-5(64)283

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,997,424	$ 1,997,424
Federal funds	$ 1,843,222	$ 1,997,424
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed August 19, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 154,202."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Cusing
(Division Administrator)

for: G. L. Green

8263.

Form Approved; O.M.B. No. 04-R2069

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-109	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-19-75	STATE: Oregon COUNTY: Clackamas PROJECT NO.: I-5-5(64)283

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Baldock Safety Rest Area

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-19-75	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,997,424.00	$ 1,843,222.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Agency)

By Ed Johnston

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for G. L. Green

Date executed by Division Engineer 8-19-75

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8213

Oregon State Highway Division

Federal-aid Project
No. I-5-5(64)283

BALDOCK SAFETY REST AREA

PACIFIC HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, August 8, 1975

Project Agreement Estimate.

Type Code Y021
Rest Area (Sta. 653+00)

Mobilization	All Required		$ 25,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	240 sq.ft.	8.00	1,920.00
Temporary Barricades	8 only	100.00	800.00
Flagmen	40 hour	20.00	800.00
Clearing and Grubbing	All Required		42,000.00
Removal of Structures and Obstructions	All Required		15,000.00
General Excavation	13,200 cu.yd.	3.00	39,600.00
Trench Excavation	11,100 cu.yd.	6.00	66,600.00
Finishing Roadbed and Slopes	All Required		5,000.00
Watering	250 M-gal.	10.00	2,500.00
1"-0 Aggregate Base	60 cu.yd.	10.00	600.00
Lime Treated Subgrade	46,000 sq.yd.	0.50	23,000.00
Lime for Treated Subgrade	520 ton	60.00	31,200.00
Cement Treated Base Mixture	21,000 ton	5.50	115,500.00
Portland Cement in CTB Mixture	1,160 ton	57.00	66,120.00
Asphalt in Seal	50 ton	130.00	6,500.00
Class "B" or "C" Asphalt Concrete Mixture	10,200 ton	10.50	107,100.00
Asphalt Cement in Mixture	670 ton	95.00	63,650.00
Asphalt in Tack Coat	8 ton	180.00	1,440.00
12-inch Culvert Pipe	660 lin.ft.	5.00	3,300.00
12-inch Nestable Type Culvert Pipe	170 lin.ft.	14.00	2,380.00
4-inch PVC Storm Sewer Pipe	935 lin.ft.	2.00	1,870.00
8-inch Storm Sewer Pipe	1,660 lin.ft.	3.50	5,810.00
12-inch Storm Sewer Pipe	2,460 lin.ft.	7.00	17,220.00
15-inch Storm Sewer Pipe	2,190 lin.ft.	9.00	19,710.00
18-inch Storm Sewer Pipe	1,910 lin.ft.	11.00	21,010.00
21-inch Storm Sewer Pipe	930 lin.ft.	15.00	13,950.00
24-inch Storm Sewer Pipe	3,200 lin.ft.	17.00	54,400.00
Extra for Pipe Under Pavement	540 lin.ft.	10.00	5,400.00

8213

Installing 24-inch Pipe Under Highway	110 lin.ft.	120.00	13,200.00
Concrete Manholes	30 only	1,000.00	30,000.00
Concrete Inlets, Type G-1	20 only	250.00	5,000.00
Concrete Inlets, Type CG-1	20 only	255.00	5,100.00
Type 2 Fence	8,520 lin.ft.	1.70	14,484.00
Concrete Curbs	425 cu.yd.	75.00	31,875.00
Paved Culvert End Slopes	70 sq.ft.	4.50	315.00
Loose Riprap, Class 100	60 cu.yd.	20.00	1,200.00
Reconstructing Concrete Manholes	1 only	500.00	500.00
Concrete Walks	10,290 sq.yd.	8.30	85,407.00
Exposed Aggregate Concrete Walks	1,510 sq.yd.	9.50	14,345.00
Concrete Mowing Strip	5,760 lin.ft.	2.00	11,520.00
Roadside Seeding and Mulching	30 acre	450.00	13,500.00
Furnishing and Planting Trees	202 only	25.00	5,050.00
Furnishing and Planting Shrubs	5,950 only	7.50	44,625.00
Furnishing and Planting Vines	3,580 only	1.00	3,580.00
Bark Mulch	145 unit	55.00	7,975.00
Sod Lawn	All Required		87,000.00
Irrigation System	All Required		108,000.00
Stone Masonry Planter	4 only	2,500.00	10,000.00
Remodel Existing Planter	2 only	1,500.00	3,000.00
Drilling Wells 0-100 Feet Deep	2 only	3,500.00	7,000.00
Drilling Wells 100-100 Feet Deep	100 lin.ft.	24.00	2,400.00
Drilling Wells, 150-200 Feet Deep	70 lin.ft.	24.00	1,680.00
Furnish and Install 10-inch Well Casing	370 lin.ft.	11.00	4,070.00
Furnish and Install Well Screens	25 lin.ft.	122.00	3,050.00
Well Development Work	50 hour	48.00	2,400.00
Pumping Tests	30 hour	66.00	1,980.00
Standby Time	40 hour	26.00	1,040.00
Well Housing	2 only	3,500.00	7,000.00
Irrigation Pumping Installation	2 only	4,000.00	8,000.00
Irrigation Water Supply System Electrical	All Required		6,650.00
Water Pipe Lines	All Required		10,000.00
Water Meter Installation	All Required		500.00
Electrical Supply and Distribution System	All Required		22,000.00
Metal Lighting Poles	All Required		22,500.00
Pole Foundations	All Required		7,900.00
Luminaires and Ballasts	All Required		18,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		24,500.00
			$1,407,726.00

Anticipated Items

Water Meter (S.F.)	All Required	$ 300.00
Permanent Signing (E.W.)	All Required	1,000.00

8213

Permanent Pavement Striping (E.W.)	All Required		1,000.00
Temporary Erosion Control (E.W.)	All Required		1,000.00
On-the-Job Trainee (5 @ $800) (E.W.)	All Required		4,000.00
Building Permits (E.W.)	All Required		2,000.00
Tie-in Existing Wells (E.W.)	All Required		12,000.00
			$ 21,300.00
	Subtotal		$1,429,026.00
10%	Engineering		142,902.00
	Total		$1,571,928.00

Type Code Y022

Convenience Facilities (Sta. 653+00)

2-inch PVC Sanitary Sewer Pipe	2,275 lin.ft.	2.40	5,460.00
2-inch Cast-Iron Sanitary Sewer Pipe	490 lin.ft.	5.00	2,450.00
4-inch Cast-Iron Sanitary Sewer Pipe	1,690 lin.ft.	5.00	8,450.00
6-inch Cast-Iron Sanitary Sewer Pipe	300 lin.ft.	10.00	3,000.00
Picnic Tables	53 only	800.00	42,400.00
Drinking Fountain	14 only	700.00	9,800.00
Litter Receptacles	59 only	200.00	11,800.00
Sand Urns	13 only	110.00	1,430.00
7-foot Bench	11 only	275.00	3,025.00
Sanitary Station	2 only	1,500.00	3,000.00
Type 8 Toilet Building	4 only	55,000.00	220,000.00
Remodel Existing Toilet Building	2 only	27,000.00	54,000.00
Storage Building	2 only	11,000.00	22,000.00
	Subtotal		$ 386,815.00
10%	Engineering		38,681.00
	Total		$ 425,496.00

Length of Project - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
Rest Area	$1,571,928.00	$1,450,575.00	$121,353.00
Convenience Facilities	425,496.00	392,647.00	32,849.00
Total	$1,997,424.00	$1,843,222.00	$154,202.00

Group 1 - 100%
Prefix 603-1038
Contract No. 8263

8213

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
[redacted]
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

July 7, 1977

Mr. Joe Pellicano
P.O. Box 8903
Portland, OR 97208

FILED
E. S. HUNTER

Re: Luminaires - Baldock Safety Rest Area
Pacific Highway, I-5
Contract No. 8263
(Correction to letter of July 6, 1977)

Dear Mr. Pellicano:

It has been called to my attention that in my letter of July 6th there is an error on the second page pertaining to the test results under 150 Watt HPS @ 30' MH (16000 Lumens assumed). Pt. A under Spec. should read .08 fc rather than 0.8 fc.

I hope that this has not inconvenienced you.

Sincerely,

Jack L. Sollis
Assistant Attorney General

JLS:hg

cc - E. S. Hunter
C. T. Keasey
G. W. Wimer
Art Gottfried
G. J. Ballard
Walt Hart
Paul Meyer
Joe Eoff
Robert Kruger
R. A. Schrader

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8213

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
[illegible]
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

July 6, 1977

Mr. Joe Pellicano
P.O. Box 8903
Portland, OR 97208

Re: Luminaires - Baldock Safety Rest Area
Pacific Highway, I-5
Contract No. 8263

Dear Mr. Pellicano:

Through a mixup in communications for which I was responsible, you and other representatives concerned with the lighting problem were not advised of the test date on the new luminaires. On Monday night, June 27, six luminaires that had been installed were tested. The testing device was borrowed from TecTronics that measured the lights down to the same degree as contained in the specifications.

I enclose for your information the results of those tests. As you will note, the actual test in the field verified the lab tests by the State of Washington and the indications from the Highway Division computer as to what the test results would be.

There was a representative from the general contractor present at the testing (Mr. VanHavjaard).

If after analysis of the test results by you and the other parties who have received a copy of this letter you desire another meeting on the site at night time in order to observe the lighting luminaires, the Highway Division will be most happy to have such a meeting.

The results of the test are as follows:

150 Watt HPS @ 30' MH (16000 Lumens assumed)

RECEIVED
STATE HWY ENGR
JUL 6 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

	Spec.	Lab Test	Measured (Corrected)
Pt. A	0.8 fc	.04 fc	.03 fc
Pt. B	.10 fc	.07 fc	.07 fc
Pt. C	.25 fc	.26 fc	.22 fc
Pt. (0,0)	---	2.45 fc	2.36 fc

The next tables give the average test results of the 400 Watt HPS luminaires on Poles 1, 2 and 3 along with comparisons of the specifications and results of Washington State Lab tests.

400 Watt HPS @ 55' MH (50000 Lumens assumed)

	Spec.	Lab Test	Measured (Corrected)
Pt. A	.08 fc	.05 fc	.02 fc
Pt. B	.09 fc	.06 fc	.07 fc
Pt. C	.23 fc	.26 fc	.18 fc
Pt. (0,0)	---	2.43 fc	1.88 fc

As you can see by examining these figures, the Washington State Lab and the field measured points A and B are consistently low compared to the specified values. Visually the luminaires tend to produce higher concentrations of light below the luminaire and distribute only a small amount of light to Point A which is at the curb line between poles.

These luminaires confirm the test results of the State of Washington. They distribute very little light where it is essential.

Sincerely,

Jack L. Sollis
Assistant Attorney General

JLS:sb;hg
cc - E. S. Hunter
C. T. Keasey
G. W. Wimer
Art Gottfried
G. J. Ballard
Walt Hart
Paul Meyer
Joe Eoff
Robert Kruger
R. A. Schrader

8263

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

June 30, 1977

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. Jack Sollis
Asst. Attorney General

SUBJECT:

Luminaires
Baldock Safety Rest Area
Pacific Highway, I-5
Clackamas County
Contract 8263

NOTED
E. S. HUNTER

On Monday night, June 27, 1977, we observed and measured the light output of a sample installation of Sterner luminaires. The testing of these luminaires was done in your presence and in the presence of the Resident Engineer, Art Gottfried; Resident Inspector, Jeff Drago; and members of the Illumination Unit of the Bridge Section. Also present was the Superintendent for Schrader Construction Co., Inc., Mr. Van Havgaard.

The following table gives the average test results of the 150 watt HPS luminaires on Poles 11, 12, and 13, along with comparisons to the specifications and results of Washington State Lab tests.

150 Watt HPS @ 30' MH (16000 Lumens assumed)

	Spec.	Lab Test	Measured (Corrected)
Pt. A	0.8 fc	.04 fc	.03 fc
Pt. B	.10 fc	.07 fc	.07 fc
Pt. C	.25 fc	.26 fc	.22 fc
Pt. (0,0)	---	2.45 fc	2.36 fc

The next table gives the average test results of the 400 watt HPS luminaires on Poles 1, 2, and 3 along with comparisons to the specifications and results of Washington State Lab tests.

400 Watt HPS @ 55' MH (50000 Lumens assumed)

	Spec.	Lab Test	Measured (Corrected)
Pt. A	.08 fc	.05 fc	.02 fc
Pt. B	.09 fc	.06 fc	.07 fc
Pt. C	.23 fc	.26 fc	.18 fc
Pt. (0,0)	---	2.43 fc	1.88 fc

As you can see by examining these figures, the Washington State Lab and the field measured points A and B are consistantly low compared to the specified values. Visually the luminaires tend to produce higher concentrations of light below the luminaire and distribute only a small amount of light to Point A which is at the curb line between poles.

These luminaires confirm the test results of the State of Washington. They distribute very little light where it is essential. We have no other choice but to recommend rejection of these luminaires as submitted as not meeting the requirements of the contract.

The support data will be forwarded to you if requested.

GJB:dh

cc E. S. Hunter
C. T. Keasey
John Sheldrake
Art Gottfried

RECEIVED
STATE HWY ENGR
JUL 1 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

:- 8263

June 16, 1977

Honorable Roger E. Martin
State Representative
H395 State Capitol
Salem, OR 97310

Dear Mr. Martin:

Luminaire Submittals - Baldock
Safety Rest Area, Pacific Highway
I-5, Clackamas County
Contract No. 8263

A conference was held on May 19 in my office concerning the Sterner luminaires submitted for use at the Baldock Safety Rest Area. This meeting was attended by the electrical supplier, the luminaire manufacturer, their attorney, and members of my staff. The problem of the luminaire submittal rejection was discussed and the units still remain unacceptable.

After the meeting, however, it was decided that we would allow the installation of six luminaires at the rest area for the purpose of testing. This test will include three 150-watt units and three 400-watt units. It has been agreed that the luminaires will be removed from the project if they do not perform satisfactorily after installation.

This test period should take place sometime within the next two or three weeks. We will inform you of the results.

Very truly yours,

Leg R. Schneider

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
W. J. Hart
J. L. Sollis
John Sheldrake
R. P. Hamilton
G. J. Ballard
GJB:dh:ab

bc C. T. Keasey
G. W. Wimer
Art Gottfried

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

June 6, 1977

RECEIVED
STATE HWY ENGR
JUN 7'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Paul R. Meyer
Attorney at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97205

RE: Luminaires
Baldock Safety Rest Area
Pacific Highway, I-5
Contract No. 8263

Dear Paul:

As a result of our conference the other day the Highway Division has decided to authorize the contractor to install 150 watt luminaires on poles numbers 11, 12 and 13. The contractor also is authorized to install 400 watt luminaire units on poles 1, 2 and 3.

The authorization to install these six luminaire units is with the understanding they they will perform satisfactorily after installation. The computer analysis of the test data on the Sterner Lighting System luminaire units indicates that the ones furnished do not meet specifications.

It is my understanding that the subcontractor and the supplier of the units is agreeable to removing the units that the Highway Division is authorizing installation of, if they do not perform satisfactorily after installation.

It is felt by the Highway Division that the best way to determine whether or not they have met specifications is to have a meeting of representatives of the subcontractor and supplier, inspect the units after they are operational, take measurements and through the use of measurements and visual inspection determine whether or not they are acceptable. I suppose it would probably be advisable for both of us to be there during the inspection to view what actually shows up on the ground.

I would appreciate your notifying me as soon as the units are installed so that an inspection date can be set up. If there are any questions related to these specific installations that I have set out in this letter, please do not hesitate to contact me.

NOTED
G. J. BALLARD

Sincerely yours,
ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sjb
cc - attached

RECEIVED
JUN 9 1977
BRIDGE SECTION
NOTED
P. W. ELLISON

cc: Mr. Joe Eoff
Eoff Electric
156 Front Street
Salem, OR 97301

Mr. Joe Pellicano
P.O. Box 8903
Portland, OR 97208

Mr. Robert Kruger
Sterner Lighting System, Inc.
351 S. Ave. West
Winsted, MN 55395

E. S. Hunter
C. T. Keasey
G. W. Wimer
Art Gottfried
G. J. Ballard

8263

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

June 15, 1977

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO:
Mr. Jack Sollis
Asst. Attorney General

SUBJECT:
Luminaires
Baldock Safety Rest Area
Pacific Highway, I-5
Contract 8263

NOTED
E. S. HUNTER

Art Gottfried, Resident Engineer, informs me that the Sterner luminaires are being installed today in accord with your letter of June 6 to Paul Meyer. These luminaires should be operational sometime this week.

The lamps in these luminaires should have at least 100 hours of "burn-in" time to stabilize them for testing. Therefore, I propose that Art Gottfried burn these lamps 24 hours a day for the next week. We will then start our testing procedure on Monday, June 25 and work each night thereafter until the testing is complete. It might take as much as four nights to completely test the lights.

If there is no objection to the date proposed, I will begin preparations immediately. Please inform all parties concerned.

GJB:dh

cc E. S. Hunter
John Sheldrake
G. W. Wimer
John Bond
Art Gottfried

RECEIVED
STATE HWY ENGR
JUN 16 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8263

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

May 20, 1977

NOTED
E. S. HUNTER

RECEIVED
MAY 23 1977
LEGAL

Mr. Jack L. Sollis
Assistant Attorney General
Department of Justice
Trial Division
211 Transportation Building
Salem, Oregon 97310

Re: Luminaires
Baldock Safety Rest Area
Pacific Highway, I-5
Contract 8263

Dear Jack:

Pursuant to your request, I enclose herewith copy of the ITL Test Report No. 21337, dated November 10, 1976, on the Gardco fixture.

Thanks for your courtesy at our meeting Thursday. Please call me as soon as a decision has been made so that we may get this project completed for you.

Very truly yours,

KOBIN & MEYER

Paul R. Meyer

Enclosure

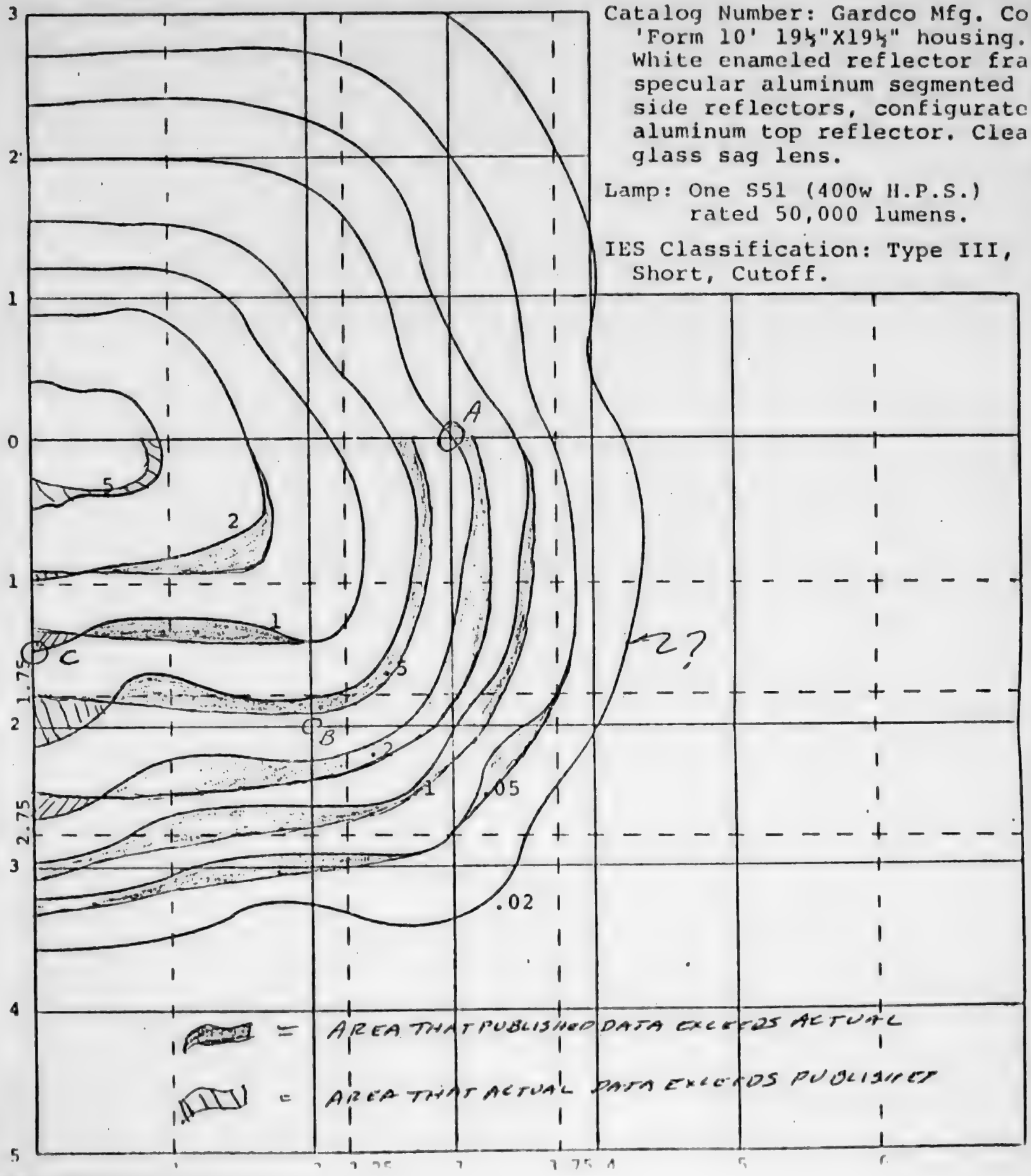
MAY 23 '77
REFER TO
REFER TO
FOR

INDEPENDENT TESTING LABORATORIES, INC.

3386 Longhorn Road, Boulder, Colorado 80302
Phone 442-1255, Area Code 303

Report No. 21337
Date: 11-10-76
Prepared for: STERNER LIGHTING SYSTEMS, INC.

ISOLUX LINES OF HORIZONTAL FOOTCANDLES
Values based on 30 foot mounting height



Catalog Number: Gardco Mfg. Co 'Form 10' 19½"X19½" housing. White enameled reflector fra specular aluminum segmented side reflectors, configurate aluminum top reflector. Clea glass sag lens.

Lamp: One S51 (400w H.P.S.) rated 50,000 lumens.

IES Classification: Type III, Short, Cutoff.

This report is based on IES published procedures. Significance is limited to the degree that the tested sample is representative. Voltage and maintenance, as well as lamp and ballast characteristics, affect field performance.

5263

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~State Office Building~~
Salem, Oregon 97310
Telephone: (503) ~~378-6368~~ 378-4259
211 Transportation Building

NOTED
E. S. HUNTER

May 2, 1977

RECEIVED
STATE HWY ENGR
MAY 2 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Francis J. Eggert
Attorney at Law
Theatre Building
181 Main Avenue West
Winsted, Minnesota 55395

Re: Luminaires
Baldock Safety Rest Area
Pacific Highway, I-5
Contract 8263

Dear Mr. Eggert:

In reply to your letter of April 13, 1977, I have the following to offer.

The specifications for the luminaires on this contract which are in question have not been met by the luminaires furnished by Sterner Lighting System.

I do not feel that the Highway Division should have been required to pay for the cost of modifying poles to conduct an on site test of the luminaires, nor do I feel that the fact that the pole height was changed has any affect on the validity of the photometric data furnished to the Highway Division. The luminaires are not installed on a pole 50 or 55 feet high and then tested to determine the photometrics. They are tested at a predetermined height and then a factor applied to that height to determine what the photometrics would be at 50 or 55 feet.

I cannot agree that the Resident Engineer gave approval for a change in the specifications relating to photometrics and it is the position of the Highway Division that luminaires meeting the contract specifications set forth in the contract must be installed so that the contract may be completed and closed out.

If your client feels that he is right, then I would suggest that a claim be presented after luminaires meeting specifications have been installed by the contractor.

Sincerely yours,
ORIGINAL SIGNED
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sb;hg
cc - (see attached list)

cc - E. S. Hunter
C. T. Keasey
Gerald Wimer
Art Gottfried
G. J. Ballard
R. A. Schrader
Hamilton Electric
Joe Eoff
Joe Pellicano
Robert Krueger

8263

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 20, 1977

In reply refer to: 1041B.2
X 420.25

SUBJECT: Oregon Project I-5-5(64)283
Baldock Safety Rest Area
Davis-Bacon Wage Rate Complaint
Greer Bros. Tree Service
Contract No. 8263

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attn: WARREN RICHARDS

Attached is information concerning a complaint over wages paid by Greer Brothers Tree Service, a sub-sub-contractor to Shrader Construction Company working on the Baldock Safety Rest Area. Mr. Richards is familiar with the situation and indicates that negotiations are underway with the contractor. Please furnish a progress report by June 1, 1977.

for G. K. Hansen
G. L. Green

Attachment

RECEIVED
STATE HWY ENGR
APR 22 '77
REFER TO
Keasey
FOR
Info | Invest | R/D | D/R | Sign | Act | File

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR REGIONAL OFFICE

Room 4097 Federal Office Building 909 First Avenue Seattle, Washington 98174
Area Code 206, 442-1916
442-1914

April 11, 1977

Federal Highway Administration
PO Box 300
Salem, ORE 97308

Re: your contract DBRA #8263

Our agency recently received a complaint alleging Davis-Bacon and Related Acts (DBRA) violations on the above contract.

In view of the fact that your agency has primary enforcement responsibility as provided in Reorganization Plan Number 14 (copy enclosed), we hereby request (pursuant to Part II, Section 1(b) of the enclosed Investigation and Enforcement Manual) that you conduct a DBRA investigation of this matter. Also, as provided in 29 CFR Part 5.7(a) (copy enclosed), we request a written report of findings upon conclusion of the investigation.

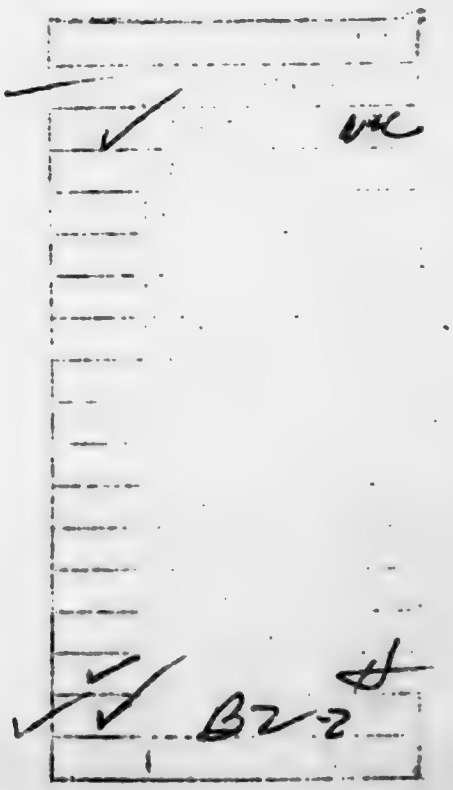
The complaint is against Greer Bros. Tree Service of Salem, Oregon, a sub-sub-contractor to L & R Nursery. The prime contractor is Shrader Construction. A copy of the complaint is enclosed. For your guidance, we suggest reviewing the requirement that complaints and employee interviews be treated confidentially (Part I, Section 3(c)1; Part II, Section 8(a) of the Investigation Manual; and Part 5.6(a)3 of the Labor Standards Regulations).

Please advise this office of your progress on this case by June 11, 1977.

Sincerely,

Edmond E. Woodruff for

Loren E. Gilbert
Assistant Regional Administrator
Wage Hour Division



C-DBRA

18. Name of Assignment	19. Date Assigned	20. CO
GREER BROS. TREE SERVICE	3/18/77	ARTHUR

21. Address
6290 CARDON RD. NE, SALEM, OREGON 97303

22.

23. SOURCE AND ASSIGNMENT INFORMATION

Name
Mr. Mark L. Fletchall

Phone
364-8905

Address
4526 Maria Avenue NE
Salem, Oregon 97303

24. REFERRALS

☐ Authorized use of name

Prior history
No prior.

25. Official and Title

26. Date of Conference

27. Conclusions and Recommendations

28. ☐ Notification of source required	29. Date started	30. Date completed	31. CO name

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

EMPLOYMENT INFORMATION FORM

Information furnished is confidential and will be used by the Department of Labor only

1. PERSON SUBMITTING INFORMATION

A. Name (Print first name, middle initial, and last name)
Mr. Mark G. Fleteall
Miss
Mrs.

B. Date: 3/4/77

C. Telephone number: (Or No. where you can be reached) 364-8905

D. Address: (Number, Street, Apt. No.)
4526 Maria ave. N.E.
(City, County, State, ZIP Code)
Salem Marion Oregon 97303

E. Check one of these boxes
☐ Present employee of establishment ☑ Former employee of establishment ☐ Job Applicant ☐ Other _____ (Specify: relative, union, etc)

2. ESTABLISHMENT INFORMATION

A. Name of establishment
Greer Bros. Tree Service

B. Telephone Number
362-3748

C. Address of establishment: (Number, Street)
8290 Gordon Rd. N.E.
(City, County, State, ZIP Code)
Salem Marion Oregon 97303

D. Estimate number of employees
7

E. Does the firm have branches? ☐ Yes ☑ No ☐ Don't know
If "Yes", name one or two locations: _____

USDOL
EMPLOYMENT STANDARDS ADMINISTRATION
RECEIVED
MAR 8 1977
WAGE & HOUR DIV.
PORTLAND, OREGON 97205

F. Nature of establishment's business: (For example; school, farm, hospital, hotel, restaurant, shoe store, wholesale drugs, manufactures stoves, coal mine, construction, trucking, etc.)
Tree Savice

G. If the establishment has a Federal Government or federally assisted contract, check the appropriate box(es)
☐ Furnishes goods ☑ Furnishes services ☐ Performs construction

H. Does establishment ship goods to or receive goods from other States?
☐ Yes ☐ No ☑ Don't know

3. EMPLOYMENT INFORMATION

(Complete A, B, C, D, E, & F if present or former employee of establishment; otherwise complete F only)

A. Period employed (month, year)
From: Oct / 8 / 1976
To: Jan. 10 / 77
(If still there, state present)

B. Date of birth if under 19 or if information concerns age discrimination
Month 07 Day 25 Year 55

C. Give your job title and describe briefly the kind of work you do
2 days as a Tree Climber, Climbing trees at State various / Knocking of dead limb / the rest of time was a chipperman & groundsmen. / chipping brush and watching the climb

(Continue on other side)

$ 3.50 per Hour
(Rate) (Hour, week, mo..., etc.)

work each day and each week (less time off for meals)

M	T	W	T	F	S	S	TOTAL
8	8	8	8	8			40

F CHECK THE APPROPRIATE BOX(ES) AND EXPLAIN BRIEFLY IN THE SPACE BELOW the employment practices which you believe violate the Wage and Hour laws. (If you need more space use an additional sheet of paper and attach it to this form.)

- ☐ Does not pay the minimum wage
- ☐ Does not pay proper overtime
- ☐ Men and women perform equal work but do not get equal pay
- ☐ Discrimination against employee or applicant (40-65 years of age) because of age

Approximate date of alleged discrimination
Oct 8 · 1976

- ☑ Does not pay prevailing wage determination for Federal Government or federally assisted contract
- ☐ Discharged employee because of wage garnishment (explain below)
- ☐ Excessive deduction from wages because of wage garnishment (explain below)
- ☐ Employs minors under minimum age for job
- ☑ Other (explain below)

also very poor safety regulation, Equipment and no (first aid) Medical Boxes with Equipment at time of operations. So many other items it would make your head spin. tree Climbing equipment was not insulated against electrical Shock, when we worked around powerlines. Bucket truck was not insulated about breaks & Lunch Breaks. there were no breaks (coffee) and when ever we (in Crew) was done eating we would go back to work no matter 10-15 min. also ~~[illegible]~~ no overtime at all. there was no benifits (no - Sick / retirment. /

(NOTE: If you think it would be difficult for us to locate the establishment or where you live, give directions or attach map.)

FOR OFFICIAL USE ONLY

GPO 884-584

GSA GEN. REG. NO. 27

UNITED STATES GOVERNMENT

Memorandum

TO : Ralph Knipe, AAD

DATE: March 22, 1977

FROM : John Arthur, CO

SUBJECT: Greer Bros. Tree Service
6250 Cardon Rd. N.E.
Salem, Oregon 97303

Information shows that firm was a sub-sub-contractor during October & November of 1976 on DBRA contact # 8263 with the Oregon State Highway Department. The Prime Contractor was Shrader Construction of 7912 S.E. Powell Blvd., Portland, Oregon. Shrader subcontracted to L&R Nursury of 4590 Macleay Rd. S.E., Salem, Oregon for landscaping who in turn sub-crontracted to Greer Bros. Tree Services for tree trimming and the clearing of brush.
Present State Highway Department Engineer is Art Gottfried 378-8250.
Engineer at time of the tree clearing was Loren Weber 378-8135.
The DBRA contract is an on-going contract. Funds are being withheld.

John Arthur
John Arthur, CO
3-22-77

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION
OFFICE OF THE AREA DIRECTOR

Room 540, 1220 S.W. Third Avenue

Portland, Oregon 97204
Area Code 503, 221-3057

Date: April 4, 1977

Reply to Attn of: RHK:lym

Subject: Greer Bros. Tree Service
Salem. Oregon

To: Gilbert

EMPLOYMENT STANDARDS ADMINISTRATION
RECEIVED
APR 7 1977
WAGE - HOUR
SEATTLE, WASHINGTON 98174

The attached complaint involves a sub-sub-contractor on a contract subject to DBRA. The contracting agency is the Federal Highway Administration.

As the FHA (through the State Highway Dept.) has investigated the sub-contractor (L & R Nursery) I recommend that you forward this complaint to them.

KNIPE, AAD

ATTACHMENT

DALE E. WARD
DEPUTY COMMISSIONER

BILL STEVENS
COMMISSIONI

OREGON BUREAU OF LABOR

February 8, 1977

Mr. Ralph Knipe
Federal Office Building
1220 SW 3rd Ave 97204

Dear Mr. Knipe:

Our office cannot process this wage claim, therefore, we are sending it to your office for further results.

Sincerely,

Mary Ellen Moss
Intake Officer

USDOL
EMPLOYMENT STANDARDS ADMINISTRATION
RECEIVED
FEB 9 1977
WAGE & HOUR DIV.
PORTLAND, OREGON 97205

PORTLAND
1400 S.W. 5TH AVENUE
PORTLAND, OREGON 97201

SALEM
LABOR AND INDUSTRIES BUILDING
SALEM, OREGON 97310

EUGENE
541 WILLAMETTE STREET
EUGENE, OREGON 97401

MEDFORD
COOS BAY
BEND

Date Jan 26 - 1977

ASSIGNMENT OF WAGES

I hereby assign in trust, to the Labor Commissioner of the State of Oregon, all wages, whether penalty or otherwise, due me from my previous employer Green Bros. Tree Service, or any other persons legally responsible for the payment of my wages.

By this statement I authorize the Labor Commissioner to equitably adjust and compromise the amount of wages, whether penalty or otherwise, due me from my previous employer or other persons legally responsible for the payment of my wages.

Frank J. Mitchell
Signature of Claiment

STATE OF OREGON - BUREAU OF LABOR

FACT SHEET

DATE Jan 26.77 Wage Claim No. _____

Name of Claimant Mark L. Fletchall Age 21

Address 4526 Main apt #5 City Salem State Ore Zip Code 9732

Phone No. 364-8905 Social Security No. 543-70-2696 No. of Dependents 1

Name of Employer James Greer Phone No. 362-3748

Address _____ City Salem State Oregon Zip Code 97303

Kind of Business Tree Service Kind of work YOU performed chipperman/Ground

Name of person who hired you James Greer His or Her Title with Company Owner

Is this claim based upon the rate promised you? yes

Or the rate to which you believe you are entitled? yes

Did you have an agreement for overtime pay? Yes _____ No ✓

If so, after how many hours was overtime to start? _____

Where was work performed? City I-5 Rest Area Wilsonville County Marion State Oregon

Was there a specific written rate of pay agreement? no Union Contract no

Oral agreement? yes If oral, furnish name and address of witness, if any

Tim Tester - no address - Salem. Phone 393-7440

Date first commenced work Oct. 7 1976 Last day worked Jan. 10. 197

Discharged _____ Quit ~~another Job~~ Laid Off _____ Mutual Consent _____

Have you asked for your wages? yes On What Date? many times past 3 months Reas

for refusal to pay because, "haven't heard word from wilsonville or the sta

What other unpaid bills does your employer have?

about 2 other people who have the same type of problem.

RECEIVED
JAN 27 1977
BILL STEVENSON
LABOR COMMISSIONER

In your own words state the facts of your complaint on the back of these pages. (Be sur attach any time record, agreement, bad check or company policy which supports your cl or explain its absence.)

I worked a State + fedarl funded Job. Wages were set from Greer to us. $5.50 a day for The Climbers / $3.50 for chipperman + Groundman. Later The state Informs us that we were supposed to be payed Bacon wages. / Mr. Coren Weber Engineer for Highway Dept- can be more help about the Contract. / Were payed only our regular Wages

(Use other side if additional space needed)

When I was working at Wilsonville a state official, Ms Loren Weber. told us that we were to be paid Bacon & Davis Wage. & if there were no special Benifits, such as Sick + Vacation Leave, Heath Insurence. that there would be a $2.00 raise above Bacon Davis Wages. Somebody should check Over Bros. out throughly on every pair possible.

1.3-1
1.50

Is your claim based on commissions only? no
Is any part of this claim based on piece rate? yes

2. How many hours did your employer say you would be required to work each day? 8
How many days were you supposed to work per week? 5

3. Check appropriate item (a), (b), (c) or (d) below and fill in the blanks on the line following the item checked if any part of your claim is based on the rate shown. Do not check other items or fill in blank space on the lines following them.

		Amount Earned
☑ (Item a)	HOURLY RATE $ 3.50 ; Number of hours worked at this rate 40/wk ; Period of time covered by this rate from Oct 76 to Jan. 77 . Amount earned	$ 1445
☐ (Item b)	DAILY RATE $; Number of days worked at this rate ; Period of time covered by this rate from to . Amount earned	$
☐ (Item c)	WEEKLY RATE $; Number of weeks worked at this rate ; Period of time covered by this rate from to . Amount earned	$
☐ (Item d)	MONTHLY RATE $; Number of months worked at this rate ; Period of time covered by this rate from to . Amount earned	$

4. Is any part of this claim based on a piece rate? _____
Check and complete Item (a) if only one piece rate was agreed upon. Items (b) and (c) may be used only if more than one piece rate is involved in this wage claim.

☐ (Item a)	PIECE RATE $; Number of pieces at this rate ; Period of time covered by this rate from to . Amount earned	$
☐ (Item b)	PIECE RATE $; Number of pieces at this rate ; Period of time covered by this rate from to . Amount earned	$
☐ (Item c)	PIECE RATE $; Number of pieces at this rate ; Period of time covered by this rate from to . Amount earned	$

5. Total (add all figures in "Amount Earned" column) . . . . . $ 144-

6. Amounts received such as cash advances, draws, board and room, etc. (do not include taxes deducted) . . . . . $ —

AMOUNT OF THIS CLAIM (Subtract Line 6 from 5) . . . . . $ 14-

How much income did you average from this employer a day for the period covered by this claim? $_____

AMOUNT EARNED, RECEIVED, AND BALANCE DUE

PAYROLL TRANSMITTAL SHEET

NAME Mark Fletcher / October '76

CLIENT NO.

NEW EMPLOYEE INFORMATION

ADD.

CY&ST

SOC. SEC. # ZIP

Description	Sub No.	Check No.	Dept. No.	Gen-Ledger	Empl. No.	Amount
Gross	1	128	405	3	52	448.00
Soc-Sec.	2		405			26.22
Fed-Taxes	3		406			48.50
State-Taxes	4		403			21.00
S A I F	5					1.28
Draw	8					50.00

Green Bree

$301.

PAYROLL TRANSMITTAL SHEET

NAME Mark Fletcher / October '76

CLIENT NO.

NEW EMPLOYEE INFORMATION

ADD.

CY&ST

SOC. SEC. # ZIP

Description	Sub No.	Check No.	Dept. No.	Gen-Ledger	Empl. No.	Amount
Gross	1	143	405	3	52	460.52
Soc-Sec.	2		405			26.94
Fed-Taxes	3		406			5.25
State-Taxes	4		403			21.00
S A I F	5					1.20
Draw	8					60.00

$298.86

1-5

LAW OFFICES
GENTY & EGGERT, P.A.
THEATRE BUILDING
181 MAIN AVENUE WEST
WINSTED, MINNESOTA 55395

RICHARD D. GENTY
FRANCIS J. EGGERT

TELEPHONE 485-5811

RECEIVED
APR 18 1977
LEGAL

April 13, 1977

RECEIVED
STATE HWY ENGR
APR 25 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
JACK L. SOLLIS

NOTED
E. S. HUNTER

Mr. Jack L. Sollis
Assistant Attorney General
Department of Justice
Trial Division
211 Transportation Building
Salem, Oregon 97310

Re: Luminaires
Baldock Safety Rest Area
Pacific Highway, I-5
Contract 8263

cy Keasey
Venstad

Dear Mr. Sollis:

Kindly be advised that this office represents Sterner Lighting Systems Incorporated.

I have had an opportunity to discuss the above mentioned matter with Mr. Robert Krueger of Sterner Lighting Systems Incorporated and review their file concerning this entire matter. It is my understanding that throughout the course of this matter there have been changes made from the original specifications. The result of the various discussions and ensuing modifications resulted in my client furnishing a sample luminaire which was approved on December 29, 1976 as submitted except for the type of ballast to be used and that a quick disconnect wiring device was to be supplied with each luminaire (see attached letter of Joseph Pellicano dated January 12, 1977). Mr. Pellicano, in his January 12, 1977 letter informed the State of Oregon that before final assembly and shipment could be made, a letter of approval was necessary. On January 14, 1977 under the signature of Art Gottfried, Oregon State Highway Division, verified its approval of the sample fixture but for the previous two exceptions mentioned above (see enclosed Art Gottfried's January 14, 1977 letter).

Your April 5, 1977 letter stated that Gottfried's acceptance was based on photometric information furnished by Sterner which was found to be in substantial compliance with speficiations. You also indicate that the acceptance of the luminaires in Gottfried's letter of January 14th was conditioned upon their satisfactory performance after installation which included meeting the photometric requirements of the specifications.

Gottfried's letter states that the sample fixture was approved with the exceptions stated therein. His letter did not state that photometric information furnished by Sterner was in substantial or full compliance or non-compliance or otherwise. Gottfried's letter also did not state that acceptance of luminaires was conditioned upon their satisfactory performance after installation which included meeting the photometric requirements of the specifications. My client

LAW OFFICES
GENTY & EGGERT, P.A.
THEATRE BUILDING
181 MAIN AVENUE WEST
WINSTED, MINNESOTA 55395

RICHARD D. GENTY
FRANCIS J. EGGERT

TELEPHONE 485-3811

commenced production of the luminaires on the basis of Gottfried's January 14, 1977 letter which approves of the sample fixture provided on December 29, 1976 except for the ballast, etc.

As you may know, Sterner suggested that an on-sight test of its luminaire as contrasted with the specified luminaire (which apparently is a Gardco luminaire). Although Sterner supplied all materials necessary for its test, the test never came about due to the fact that the contractor was not authorized to modify the poles so as to mount the specified luminaire.

I assume you are also aware of the fact that the specified pole height of 55 feet was changed to 50 feet with no change in the distance between poles. This obviously renders the photometric data useless, due to the modification of pole height.

The contract executed between Schrader Construction Co., Inc. and the State of Oregon allows for the making of alterations or modifications of the original specifications as are allowed by engineer or transportation commission. Since the resident engineer gave such approval, it cannot now be claimed that the luminaires provided pursuant to such approval were in non-compliance with the specifications.

The State of Oregon has no choice but to accept the luminaires provided by my client and issue its payment for same. My client has no alternative but to commence an action against the State of Oregon, and my client hereby notifies the State of its said claim, and against any other necessary parties.

I shall await your response in this matter. Until then, I remain

Yours truly,

Francis J. Eggert

FJE:hp

cc: Mr. R. A. Schrader
Schrader Construction Co., Inc.
7912 S.E. Powell Boulevard
Portland, Oregon 97206

cc: Hamilton Electric
P. O. Box 708
Eugene, Oregon 97401

cc: Mr. Joe Eoff
Eoff Electric Company
156 Front Street
Salem, Oregon 97301

cc: Mr. Joe Pellicano
P. O. Box 8903
Portland, Oregon 97208

cc: Mr. Robert Krueger
Sterner Lighting Systems Incorporated
351 South Avenue West
Winsted, Minnesota 55395

Versteeg ✓
Olson
Scott
RECEIVED
APR 28 1977
ROAD DESIGN SECTION
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8263

1-5

Salem, Oregon
April 7, 1977

Thomas L. Savage
Landscape Engineer

Art Gottfried
Resident Engineer

Baldock Safety Rest Area
Pacific Highway
Clackamas County
Soil Conditioner

As per our phone conversations, April 5 and 6, bark mulch, with the following additives, is approved as a substitute soil conditioner:

Shrub beds: 2" bark mulch, broadcast 20 lbs. Ortho 16-16-16 per 1,000 sq. ft. Tototil to a depth of 6".

Lawn area: 2" bark mulch, broadcast 15 lbs. Ortho 16-16-16 per 1,000 sq. ft. Tototil to a depth of 6".

The sample of bark mulch submitted to us is not approved for use on the project. On visual inspection the wood fiber content exceeds 2% by volume. Boise Cascade "Soil Aid" contains less than 2% wood fiber by volume. The substitute soil conditioner must meet "Soil Aid" specifications to be an "approved equal".

The fertilizer type and amount is based on an earlier substitution for soil conditioner on the Manzanita Safety Rest Area.

TLS:az

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 11 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

LAW OFFICES
GENTY & EGGERT, P.A.
THEATRE BUILDING
181 MAIN AVENUE WEST
WINSTED, MINNESOTA 55395

RICHARD D. GENTY
FRANCIS J. EGGERT

TELEPHONE 485-3811

RECEIVED
APR 18 1977
LEGAL

April 13, 1977

RECEIVED
STATE HWY ENGR
APR 25 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Jack L. Sollis
Assistant Attorney General
Department of Justice
Trial Division
211 Transportation Building
Salem, Oregon 97310

Re: Luminaires
Baldock Safety Rest Area
Pacific Highway, I-5
Contract 8263

Dear Mr. Sollis:

Kindly be advised that this office represents Sterner Lighting Systems Incorporated.

I have had an opportunity to discuss the above mentioned matter with Mr. Robert Krueger of Sterner Lighting Systems Incorporated and review their file concerning this entire matter. It is my understanding that throughout the course of this matter there have been changes made from the original specifications. The result of the various discussions and ensuing modifications resulted in my client furnishing a sample luminaire which was approved on December 29, 1976 as submitted except for the type of ballast to be used and that a quick disconnect wiring device was to be supplied with each luminaire (see attached letter of Joseph Pellicano dated January 12, 1977). Mr. Pellicano, in his January 12, 1977 letter informed the State of Oregon that before final assembly and shipment could be made, a letter of approval was necessary. On January 14, 1977 under the signature of Art Gottfried, Oregon State Highway Division, verified its approval of the sample fixture but for the previous two exceptions mentioned above (see enclosed Art Gottfried's January 14, 1977 letter).

Your April 5, 1977 letter stated that Gottfried's acceptance was based on photometric information furnished by Sterner which was found to be in substantial compliance with speficiations. You also indicate that the acceptance of the luminaires in Gottfried's letter of January 14th was conditioned upon their satisfactory performance after installation which included meeting the photometric requirements of the specifications.

Gottfried's letter states that the sample fixture was approved with the exceptions stated therein. His letter did not state that photometric information furnished by Sterner was in substantial or full compliance or non-compliance or otherwise. Gottfried's letter also did not state that acceptance of luminaires was conditioned upon their satisfactory performance after installation which included meeting the photometric requirements of the specifications. My client

LAW OFFICES

GENTY & EGGERT, P.A.

THEATRE BUILDING
181 MAIN AVENUE WEST
WINSTED, MINNESOTA 55395

RICHARD D. GENTY
FRANCIS J. EGGERT

TELEPHONE 485-3811

commenced production of the luminaires on the basis of Gottfried's January 14, 1977 letter which approves of the sample fixture provided on December 29, 1976 except for the ballast, etc.

As you may know, Sterner suggested that an on-sight test of its luminaire as contrasted with the specified luminaire (which apparently is a Gardco luminaire). Although Sterner supplied all materials necessary for its test, the test never came about due to the fact that the contractor was not authorized to modify the poles so as to mount the specified luminaire.

I assume you are also aware of the fact that the specified pole height of 55 feet was changed to 50 feet with no change in the distance between poles. This obviously renders the photometric data useless, due to the modification of pole height.

The contract executed between Schrader Construction Co., Inc. and the State of Oregon allows for the making of alterations or modifications of the original specifications as are allowed by engineer or transportation commission. Since the resident engineer gave such approval, it cannot now be claimed that the luminaires provided pursuant to such approval were in non-compliance with the specifications.

The State of Oregon has no choice but to accept the luminaires provided by my client and issue its payment for same. My client has no alternative but to commence an action against the State of Oregon, and my client hereby notifies the State of its said claim, and against any other necessary parties.

I shall await your response in this matter. Until then, I remain

Yours truly,

Francis J. Eggert

FJE:hp

cc: Mr. R. A. Schrader
Schrader Construction Co., Inc.
7912 S.E. Powell Boulevard
Portland, Oregon 97206

cc: Hamilton Electric
P. O. Box 708
Eugene, Oregon 97401

cc: Mr. Joe Eoff
Eoff Electric Company
156 Front Street
Salem, Oregon 97301

cc: Mr. Joe Pellicano
P. O. Box 8903
Portland, Oregon 97208

cc: Mr. Robert Krueger
Sterner Lighting Systems Incorporated
351 South Avenue West
Winsted, Minnesota 55395

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
[redacted]
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

April 5, 1977

RECEIVED
STATE HWY ENG
APR 6 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. R. A. Schrader
Schrader Construction Co., Inc.
7912 S. E. Powell Blvd.
Portland, OR 97206

NOTED
E. S. HUNTER

RE: Luminaires
Baldock Safety Rest Area
Pacific Highway, I-5
Contract 8263

Dear Mr. Schrader:

Mr. Robert Kruger of Sterner Lighting Systems, Inc., has raised some question relative to Resident Engineer Art Gottfried's letter of March 22, 1977 to you regarding the luminaires furnished by Sterner.

The main question centered on the alleged acceptance of these Sterner luminaires by virtue of Mr. Gottfried's letter of January 14, 1977. This acceptance was based on photometric information furnished by Sterner which was found to be in substantial compliance with specifications. The acceptance of the luminaires in Mr. Gottfried's letter of January 14 was conditioned upon their satisfactory performance after installation which included meeting the photometric requirements of the specifications.

The luminaires which were shipped were tested by the materials laboratory of the State of Washington and did not meet the photometric requirements of the specifications and the photometric tests by the State of Washington did not resemble the photometrics on which the approval of the Highway Division was based.

After review of the correspondence relating to these luminaires it is quite clear that the luminaires had to meet photometric requirements in addition to the other requirements relating to their construction and material to be contained in them.

The Highway Division must therefore reject the luminaires furnished based on the testing results by the materials laboratory of the State of Washington.

Sincerely yours,

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sjb

cc: E. S. Hunter
C. T. Keasey
G. W. Wimer
Art Gottfried
G. J. Ballard

Hamilton Electric
P.O. Box 708
Eugene, OR 97401

Mr. Joe Eoff
Eoff Electric
156 Front St.
Salem, OR 97301

Mr. Joe Pellicano
P.O. Box 8903
Portland, OR 97208

Mr. Robert Kruger
Sterner Lighting System, Inc.
351 S. Ave. West
Winsted, MN 55395

8263

March 23, 1977

The Honorable Roger E. Martin
State Representative
H395 State Capitol
Salem, OR 97310

Dear Representative Martin:

Luminaire Submittals
Baldock Safety Rest Area
Pacific Highway (I-5), Clackamas County
Contract No. 8263

We have received luminaire test results from the Materials Laboratory of the State of Washington for the above-named project. This is the testing reported to you in my letter of March 10, 1977.

The photometrics curves reported by the Lab show a deficiency in two out of three points required. The luminaires also do not conform to the photometrics classification specifications. The Lab also noted some structural weaknesses in the construction of the units.

The Resident Engineer has notified the contractor that the units are rejected and requested him to submit luminaires which are in conformance with the specifications.

Sincerely,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
R. W. Ellison
W. J. Hart
John Sheldrake
R. P. Hamilton
Gordon Ballard

GJB:dh/ESH:ja

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 22, 1977

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Acting Bridge Engineer

TO: Mr. Art Gottfried
Resident Engineer

SUBJECT:

Luminaires
Baldock Safety Rest Area
Pacific Highway, I-5
Clackamas County
Contract 8263

NOTED
E. S. HUNTER

We have received the test results of the luminaires sent by you to the Materials Laboratory, Washington State. These tests results include photometric curves on both luminaire samples and operating temperature tests. You will note that the Lab made some observations on structural deficiencies of the samples.

Please tell the Contractor that these luminaires are unacceptable to us. The samples have the following deficiencies.

1. No lamp stabilizer.

2. Tempered glassware is not clear.

3. Classification is for Type III Medium Cutoff not Type II Short Cutoff.

4. Structural weakness as reported.

These samples do not conform to Section 651.11 (b) of the Special Provisions.

Please ask the Contractor to resubmit luminaires that will conform to the above cited specifications.

GJB:dh
Enclosure

cc E. S. Hunter
Jack Sollis
G. W. Wimer

RECEIVED
STATE HWY ENGR
MAR 23 '77
REFER TO
FOR
Info | Init. | R/D | C/R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
STATE HWY ENGR
MAR 23 '77
RE
FOR
Info | Inves | R/D | D/R | Sign | 4-1 | File

Mr. R. A. Schrader
Schrader Construction Co., Inc.
7912 S. E. Powell Blvd.
Portland, OR 97206

March 22, 1977

NOTED
E. S. HUNTER

Luminaires
Baldock Safety Rest Area
Pacific Highway
Contract 8263

On March 8, two luminaire samples manufactured by Sterner Lighting Systems, Inc., were delivered to our office for inspection and testing. The samples are (1) a 400-watt HPS luminaire, and (2) a 150-watt HPS luminaire. They are part of a shipment of luminaires intended for installation at the Baldock Safety Rest Area.

We visually inspected the two samples for compliance with specifications and found the following deficiencies. 1. Both samples failed to have a lamp stabilizer, and 2. the furnished tempered glassware was not clear glass.

The photometric performance of the samples was tested by Washington State Highway Department - Materials Division. The attached tests show that the two samples are classified as Type II Short-Cutoff. The specifications call for a Type III Medium-Cutoff. The tests also show that the minimum footcandle levels are low in two of three points called for in the specifications for both samples. The Washington State Lab observed several structural deficiencies on both luminaires as stated in the attached report.

Based upon the above, the units are not in compliance with the specifications and are not acceptable.

The samples to be returned are available in my office. Please resubmit luminaires that conform to the specifications.

Art Gottfried
Resident Engineer

Attachments

cc E. S. Hunter /w/ attach.
R. W. Ellison /w/ attach.
Jack Sollis /w/ attach.
G. W. Wimer /w/ attach.

Test of Sterner Luminaire -
Model: Executive II

Operating Temperatures - 70°F ambient air

400 Watt Unit
on capacitor - 63°C
on reflector - 82°C
ambient air
inside unit - 54°C

150 Watt Unit
on capacitor - 46°C
on reflector - 63°C

Observations:

400 watt unit had pop rivet on reflector not fastened.

On both 150 watt and 400 watt units the lamp socket and bracket was attached to and supported only by the sheet metal of the reflector. This results in an insecure mounting in that the sheet metal will easily bend when a bending moment is applied to the socket.

On the 400 watt unit only the sheet metal frame surrounding the reflector was bent approximately 1/4" in a downward direction at the location where the ballast was attached. This may have been due to insufficient strength in the sheet metal considering the weight of the ballast.

RECEIVED
MAR 18 1977
BRIDGE SECTION

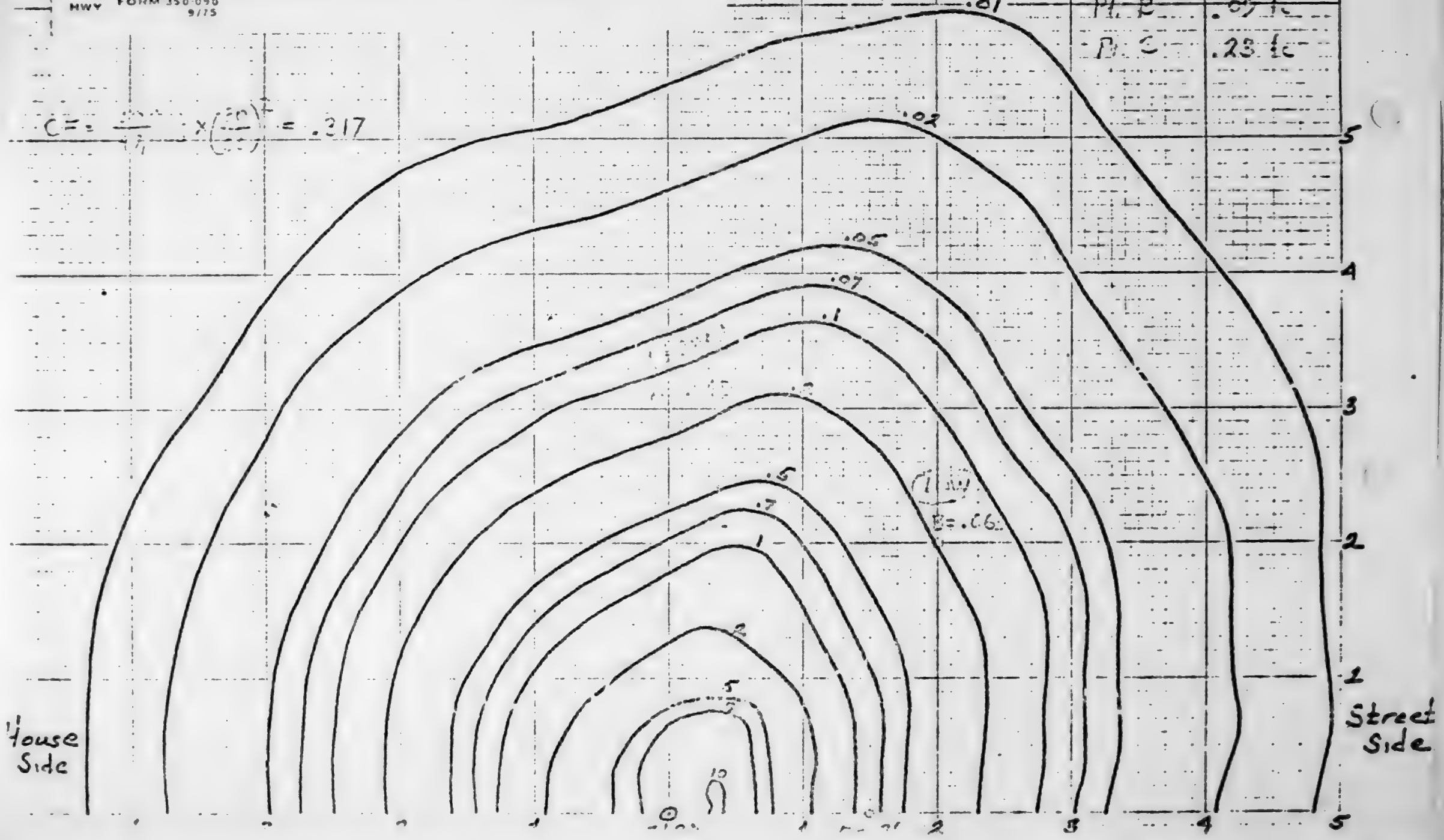
WASHINGTON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION – PHOTOMETRIC LAB

MANUFACTURER STERNER MODEL Executive II
STYLE/CAT. NO. _____ REFRAC. _____
SOC. POS. 400 HPS III IES DIST. II Short CO REFLEC. _____
LAMP LU400/LD 400-2-S LUMENS 47000 WATTS 400
TEST DISTANCE 30 FT. MT. HGT. 30 ft. MT. POS. Horiz
SCALE 1" = 30 Ft. TEST BY REA DATE 3/14/7 TEST NO. _____
HWY FORM 350-090 9/75

III - Medium - Cutoff

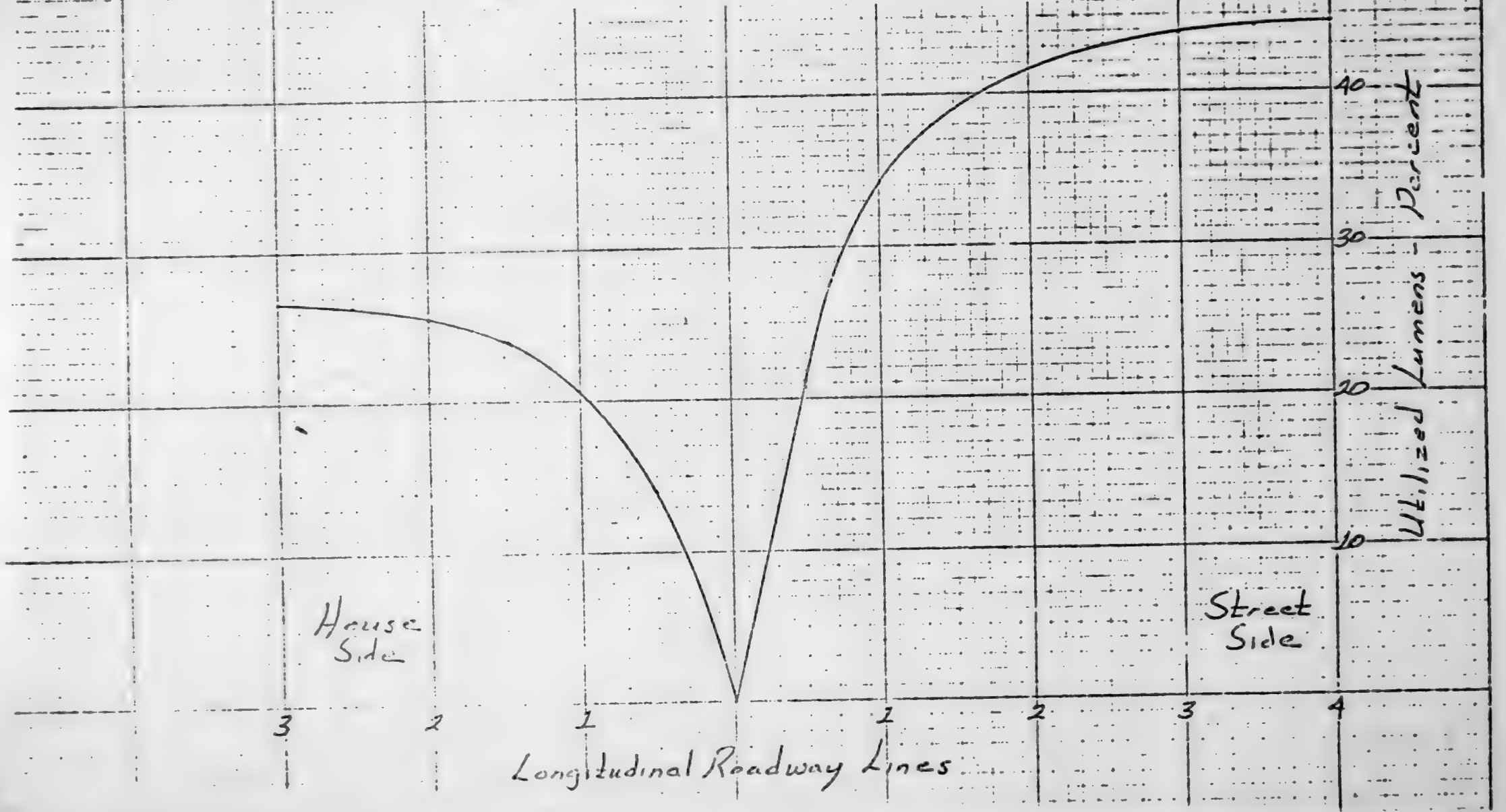
SPECIFIED FC:	
Pt. A	.08 fc
Pt. B	.07 fc
Pt. C	.23 fc

$C = \frac{\text{Pt}}{\text{Pt}_1} \times \left(\frac{\text{Mtg Ht}}{30}\right)^2 = .217$



WASHINGTON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION – PHOTOMETRIC LAB
UTILIZATION CURVE

MANUFACTURER STERNER MODEL Executive II
STYLE/CAT. NO. _____ REFRAC. _____
SOC. POS 400 HPS III IES DIST. II Short CO REFLEC. _____
LAMP LU400/S0 [illegible]-2-S LUMENS 47000 WATTS 400
TEST DISTANCE 30 FT. MT. HGT. 30 Ft. MT. POS. North
SCALE 1" = 30 ft. TEST BY REA DATE 3/14/7 TEST NO. ____
HWY FORM 350 090 9/75



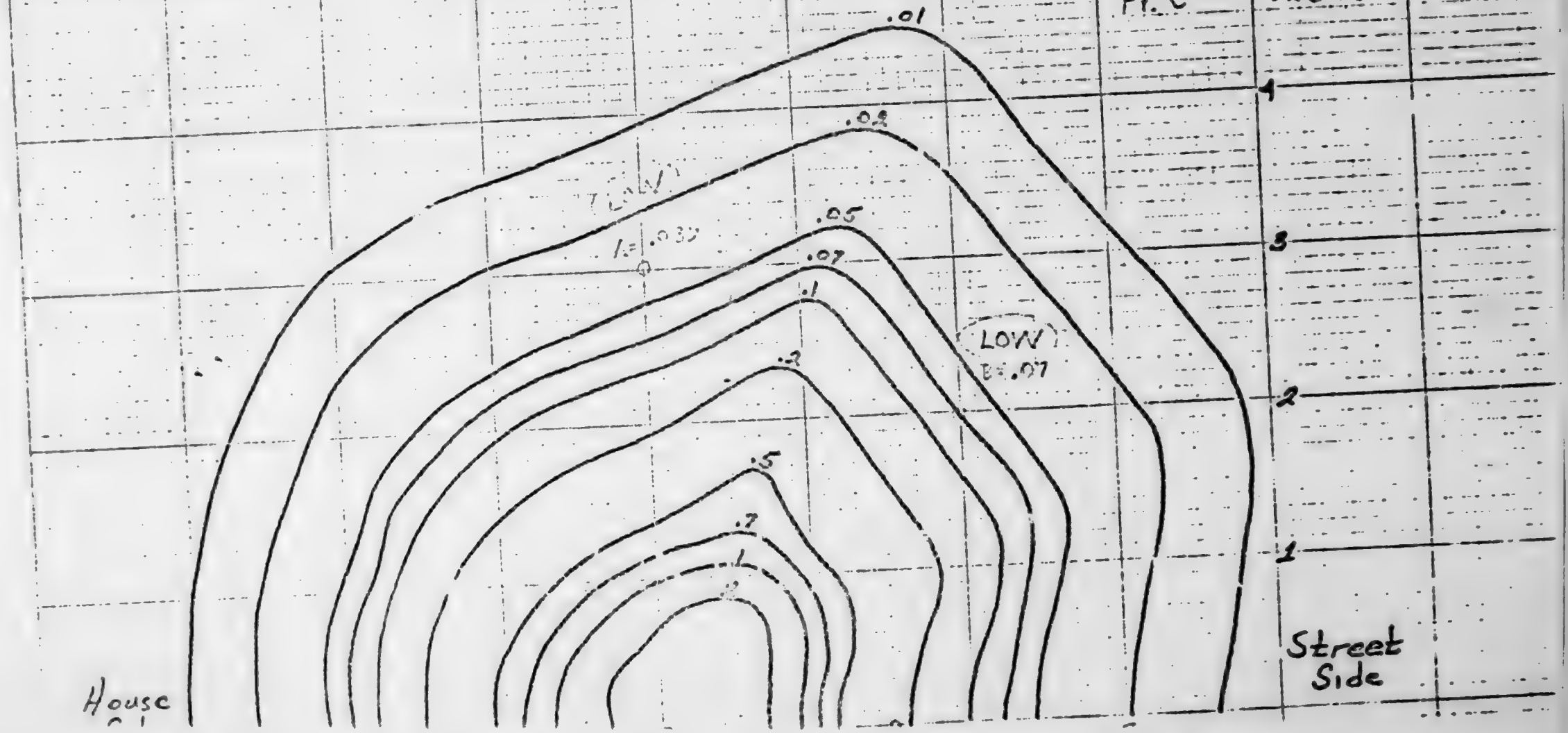
WASHINGTON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION – PHOTOMETRIC LAB

MANUFACTURER STERNER MODEL Executive II
STYLE/CAT. NO _____ REFRAC. _____
SOC. POS. Factory Set IES DIST. II Short CO REFLEC. _____
LAMP LU150/3D LUMENS 16000 WATTS 150
TEST DISTANCE 30 FT. MT. HGT. 30 ft. MT. POS Horiz.
SCALE 1" = 30 ft. TEST BY REA DATE 3/14/7 TEST NO. _____
HWY FORM 350-090 9/75

PRINTED IN U.S.A.

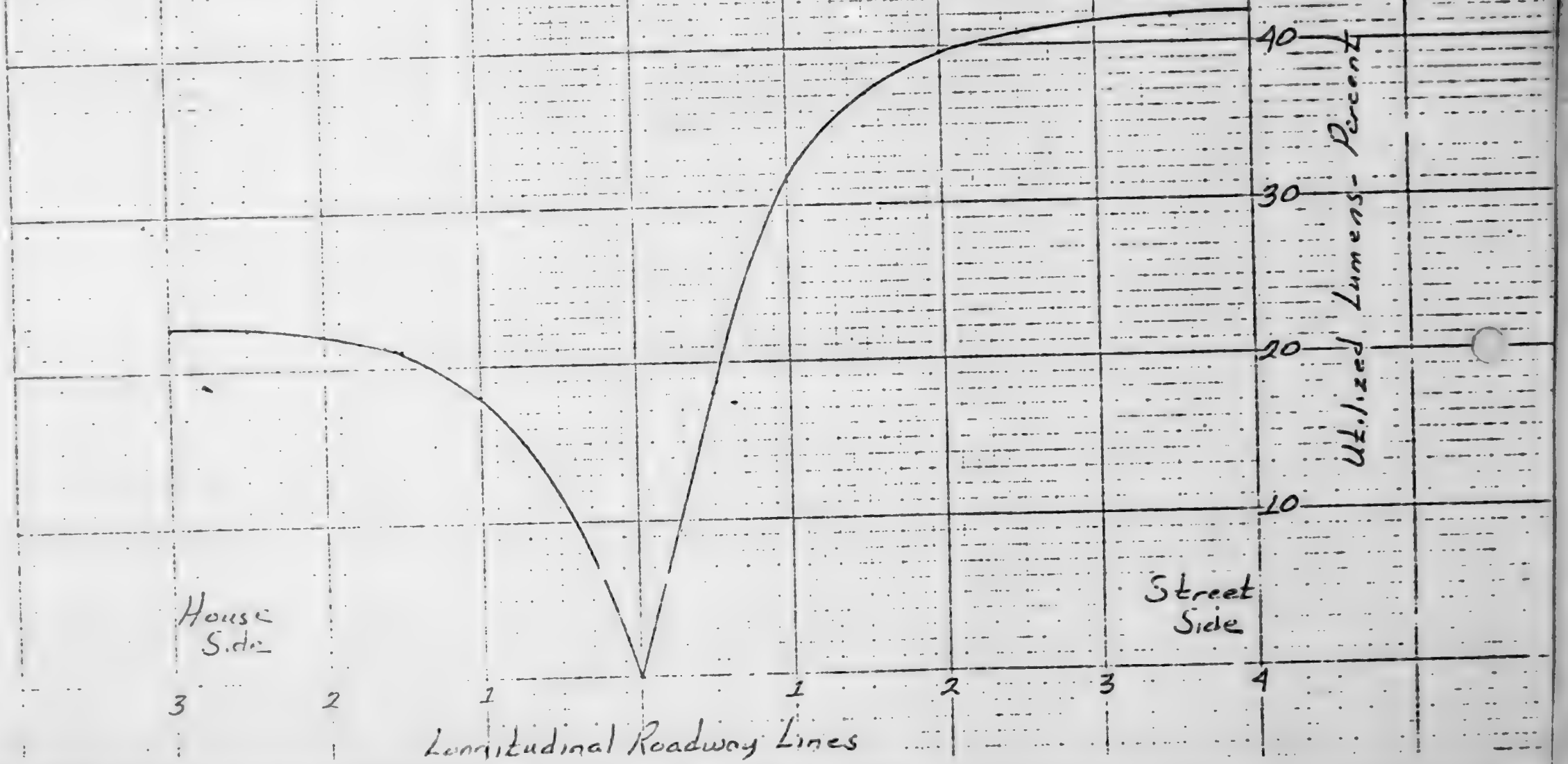
III – Medium – Cutoff

SPECIFIED	Fc:
Pt. A	.08 fc
Pt. B	.10 fc
Pt. C	.26 fc



WASHINGTON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION – PHOTOMETRIC LAB
UTILIZATION CURVE

MANUFACTURER STERNER MODEL Executive II
STYLE/CAT. NO _____ REFRAC. _____
SOC. POS. Factory Set IES DIST. II Short CO REFLEC. _____
LAMP LU150/BD LUMENS 16000 WATTS 150
TEST DISTANCE 30 FT MT. HGT. 30 ft. MT. POS. Horiz.
SCALE 1" = 30 ft. TEST BY REA DATE 3/14/7 TEST NO. ____
HWY FORM 350.020 9/75



EUGENE DIETZGEN CO

Baldock Safety Rest Area

SECTION 651 - HIGHWAY ILLUMINATION

Illumination equipment and materials for the safety rest area parking illumination shall be furnished and installed as indicated on the plans and shall be in conformance with Section 651 of the Standard Specifications supplemented and/or modified as follows:

651.05 Metal Light Pole Table

METAL LIGHT POLE TABLE

Pole No.	Station	Location From C/L	Luminaire No.	Luminaire Watts	Luminaire Type	Mounting Height(ft)
		Northbound Unit				
1	"F" 21+05	40 Lt	1	400	III M-C	55
2	"F" 17+90	40 Lt	1	400	III M-C	55
3	"F" 14+65	40 Lt	1	400	III M-C	55
4	"F" 10+75	50 Lt	1	400	III M-C	55
5	"F" 6+30	40 Lt	1	400	III M-C	55
6	"F" 4+05	40 Lt	1	400	III M-C	55
7	"F" 23+45	50 Rt	1	400	III M-C	55
8	"F" 24+70	10 Lt	1	400	III M-C	55
9	"F" 26+80	20 Lt	2	150	III M-C	30
10	"F" 654+50	30 Rt	1	150	III M-C	30
11 - 16	Existing					
17	"B" 656+40	25 Rt	1	150	CFLU	30
18	"B" 659+15	25 Rt	1	150	CFLU	30
19	"B" 662+10	25 Rt	1	150	III M-C	30
20	"B" 663+75	20 Lt	1	150	III M-C	30
		Southbound Unit				
21	"A" 640+70	20 Rt	1	150	III M-C	30
22	"A" 644+80	20 Lt	1	150	III M-C	30
23	"A" 644+80	20 Lt	1	150	CFLU	30
24	"A" 647+75	20 Lt	1	150	CFLU	30
25	"A" 650+80	20 Lt	1	150	CFLU	30
26 - 31	Existing					
32	"U" 38+80	20 Lt	1	400	III M-C	55
33	"U" 37+70	25 Rt	1	400	III M-C	55
34	"U" 34+65	15 Lt	1	400	III M-C	55
35	"W" 14+40	40 Lt	1	400	III M-C	55
36	"W" 17+00	85 Rt	1	400	III M-C	55
37	"W" 19+55	20 Lt	1	400	III M-C	55
38	"U" 25+30	30 Lt	1	400	III M-C	55
39	"U" 28+35	40 Lt	1	400	III M-C	55
40	"U" 31+50	35 Lt	1	400	III M-C	55

Baldock Safety Rest Area

When equipped with a 16,000 lumen lamp and with a mounting height of 30 feet each Cutoff Type III luminaire shall provide the following initial footcandles on the pavement:

Point	Longitudinal Distance	Transverse Distance	Minimum Distance
A	3.0 MH	0.0 MH	0.08
B	2.0 MH	2.0 MH	0.10
C	0.0 MH	1.5 MH	0.25

When equipped with a 16,000 lumen lamp and with a mounting height of 30 feet each Cutoff Floodlight luminaire shall provide the following initial footcandles on the pavement:

Point	Longitudinal Distance	Transverse Distance	Minimum Distance
A	2.0 MH	1.0 MH	0.16
B	1.0 MH	2.5 MH	0.16
C	0.0 MH	4.0 MH	0.10

When equipped with a 50,000 lumen lamp and with a mounting height of 55 feet each Cutoff Type III luminaire shall provide the following initial footcandles on the pavement:

Point	Lonitudinal Distance	Transverse Distance	Minimum Distance
A	3.0 MH	C.0 MH	0.08
B	2.0 MH	2.0 MH	0.09
C.	0.0 MH	1.5 MH	0.23

Luminaires shall be Gardco Form 10EB-1413, 1423, 2611 and 141F upturned, or approved equals.

Contractor shall remove existing luminaires and arms from existing poles and reinstall new luminaires.

651.36 Cable and Wire - Wire shall be copper sized as shown on the plans.

651.40 Painting

Note: Pole mounting locations shall be field verified and in conformance with pole base details on plans.

651.11 Materials:

(a) Steel Poles - Poles shall be for 30 and 55 foot luminaire mounting heights as shown in the subsection 651.05.

The poles shall be one or two section design made from weldable grade hot rolled commercial quality carbon steel with a guaranteed minimum yield strength of 48,000 psi after fabrication and shall conform to ASTM A595. Two section poles shall have a slipfit joint length of at least 1.5 times the diameter at the point of overlap. Taper at the slip joint shall be within ± 0.002 inch per foot. Diameters at the slip joint shall be within ± 1/16 inch.

Poles shall be hot dipped galvanized after fabrication according to ASTM A123 and shall be painted according to subsection 651.40 of these specifications.

Field verification of pole length will be required for this project.

Poles shall be Valmont DS210 or approved equal.

(b) Luminaires - Luminaires shall be of the totally enclosed type; shall be raintight, dust-tight and corrosion resistant. Housing sides and lens frames shall be of anodized, extruded aluminum with mitered corners and be an integrated unit. Ballasts for each lamp shall be regulating type for operation on 240 volts and shall start and operate high pressure sodium lamps down to -20°F. Ballasts shall be unitized assemblies with plug disconnect, have better than 0.90 power factor (HPF) and shall provide ± 5% lamp power regulation with ± 10% variation from rated input voltage.

Ballasts shall be unitized assemblies with plug disconnect. Mastarm shall be made of 0.125" minimum thickness extruded aluminum. Each housing and mastarm shall recieve integral color, Aluminum Association Architectural Class I anodizing Duranodic bronze after fabrication.

Each lamp section shall accomodate one high pressure sodium lamp and shall include a hinged reflector assembly with lamp stabilizer and one piece clear tempered "Herculite" glassware, silicone sealed in a hinged frame made of extruded aluminum sections having mitered corners. Hinge pins and safety retaining springs shall be 18-8 stainless steel

Luminaires for 150 watt lamps shall be 14 inch size and luminaires for 400 watt lamps shall be 26 inch size.

Form FHWA 121 (Rev. 5-73)

#8263

UNITED STATES GOVERNMENT

Memorandum

DEPARTM OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 31, 1977

In reply refer to: 1041B.2

SUBJECT: FAP I-5-5(64)283
Baldock Safety Rest Area
Contract 8263

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
APR 1 '77
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Cy Dallis
Rubien
4-4-77

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: C. T. KEASEY

Attached is a copy of a March 16, 1977, memorandum we received through our Regional office which includes the Department of Labor's opinion in the matter of wage rate disputes on the following contracts:

1. Hubbard Interchange-Woodburn Interchange
   Contract 8053, FAP No. I-5-2(61)274

2. Manzanita Safety Rest Area
   Contract 7997, FAP No. I-5-2(75)64

3. Baldock Safety Rest Area
   Contract 8263 , FAP No. I-5-5(64)283

Also attached are copies of the June 2 and 4, 1976, letters from FHWA referred to in the Labor Department's response.

The Labor Department says they do not feel it is appropriate for them to become involved in a wage dispute in which the State's wages are higher than the Federal rates. Labor's letter, however, supports our contention that the establishment period is a part of the contract (and as such should be paid the contract rates) and that the L & R Nursery and L & R Landscaping should be combined for overtime payment purposes under the Contract Work Hours and Safety Standards Act.

I would suggest that you inform the two landscaping firms concerned of the Labor Department's findings and again request that they reimburse their employees for the difference between the lower wages paid and the specified wage scale for the establishment period.

If your legal department has any further questions, please don't hesitate to ask.

G. L. Green

G. L. Green

cc: Region 10CM.3 w/o att.

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUBJECT: Oregon - Davis-Bacon Wage Rate Dispute

DATE: 16 MAR 1977

In reply refer to: HCC-50.3

FROM : Acting Assistant Chief Counsel
for General Law

TO : Mr. L. E. Lybecker
Regional Federal Highway Administrator
10-00 Portland, Oregon
ATTN: Mr. C.W. Duggan
10-CM.3 Emergency Preparedness Engineer

Attached is a letter of March 7, 1977, from the United States Department of Labor concerning a dispute over wage rates on the projects listed below:

Schrader Construction Co., Inc. - Prime Contractor
Portland, Oregon
L & R Landscape, Inc. - Subcontractor
Salem, Oregon
Project No: I-5-5(64)283
Baldock Safety Rest Area

Landsystems, Inc. - Prime Contractor
Portland, Oregon
Project No: I-5-5(61)274
Hubbard Interchange

Ausland Construction, Inc. - Prime Contractor
Grants Pass, Oregon
L & R Nursery - Subcontractor

L & R Landscaping - Second-Tier Subcontractor
Salem, Oregon
L & R Nursery - Third-Tier Subcontractor
Project No: I-5-2(75)64
Manzanita Safety Rest Area
Labor File No: ORE-76-94 and 95

While it is believed that Labor Department's letter resolves the issues raised in your memorandum of May 25, 1976, if questions remain we stand ready to assist you in handling them.

Charles B. Hollis

Attachment

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
Wage and Hour Division
WASHINGTON, D.C. 20210

MAR 7 1977

Mr. Norman S. MacPhee
General Law
Federal Highway Administration
U. S. Department of Transportation
Washington, D. C. 20591

Dear Mr. MacPhee:

Re: Schrader Construction Co., Inc. - Prime Contractor
Portland, Oregon
L & R Landscape, Inc. - Subcontractor
Salem, Oregon
Project No: I-5-5(64)283
Baldock Safety Rest Area

Landsystems, Inc. - Prime Contractor
Portland, Oregon
Project No: I-5-5(61)274
Hubbard Interchange

Ausland Construction, Inc. - Prime Contractor
Grants Pass, Oregon
L & R Nursery - Subcontractor

L & R Landscaping - Second-Tier Subcontractor
Salem, Oregon
L & R Nursery - Third-Tier Subcontractor
Project No: I-5-2(75)64
Manzanita Safety Rest Area
Our File No: ORE-76-94 and 95

This is in reference to your letters of June 2 and June 4, 1976, requesting a ruling in a dispute involving prevailing wage rates and overtime on the above-mentioned projects. We regret the delay in responding.

As we understand the facts, the contractors are disputing the requirement for the payment of prevailing wage rates on so callled "establishment" work and are contending that the wage rates contained in the contracts are not those that actually prevail for landscaping work in the area. While the contracts at issue contain both Federal and State rates, it is our understanding that the wage rates at issue are Oregon State prevailing wages rates rather than the Federal rates, since the State rates are higher than the Federal rates.

Inasmuch as the enforcement action in the case involves State rates rather than Federal rates, we do not feel that it would be appropriate for this matter to be appealed through the procedures set forth in Regulations 29 CFR, Parts 5 or 7. Any appeals regarding the issue of the appropriateness of the rates or whether "establishment" work is subject to prevailing wage rates would be a matter to be resolved through the appellate procedures of the State of Oregon.

However, with respect to Federal law, we would like to offer you our opinion regarding the issues raised in your letter. Your report indicates that the contractors paid their employees properly during the period of time they were engaged in the original planting operations. The "establishment" work which is called for by the terms of the contract consists of weeding, spraying, and replanting where necessary. This work is performed during the summer season after the original plantings have been completed. In addition, it is the contractor's responsibility to care for the plants during the summer season and to replace any plants that do not survive the summer season. It is the contractors' position that the "establishment" work is not subject to the prevailing wage rates contained in the contract. We cannot agree with their position and concur with your opinion that such work is subject to the prevailing wage standards since this work is clearly called for by the terms and conditions of the contract.

With regard to the issue of whether the prevailing wage rates contained in the contract are those that actually prevail, as you realize under our Regulations, the contractors must protest the rates prior to bid opening; otherwise it is our position that the issue cannot be raised since it was not appealed in a timely manner.

While the relationship between L & R Nursery and L & R Landscaping is not completely clear in your report, it would appear that the two companies are really one in the same in that they are owned or controlled by the same management. If this is the case, the hours worked by the employees of both companies should be combined for the purposes of the Contract Work Hours and Safety Standards Act. Assuming that the State of Oregon does not have a statute with higher standards than those contained in CWHSSA, this issue would of course be appealable to the Department of Labor's Wage Appeals Board.

If you are unable to resolve the dispute concerning the payment of the State of Oregon prevailing wage rates on these projects because the State does not have an appellate board or for other reasons, we might suggest that you enforce the Federal prevailing wage rates rather than the State rates. Under such a circumstance, the matter then would be within the purview of Regulations 29 CFR Parts 5 and 7.

Sincerely,

Dorothy P. Come

for Ray J. Dolan
Assistant Administrator

Div Admn. Ltr Brer, Portland, Oregon 10-71

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

4 JUN 1976

IN REPLY REFER TO:
HCC-50.2

		Init
	Div Admin	
✓	Eng Coord	
	Ass't EC	
	Env Coord	
✓	Fin Mgr.	
	EEO Spec.	
	Auditor	
	Planning	
	Bridge	
	Rt of	
	Dist	
	Area	
✓	Dist	
✓	Area	

Mr. Ray J. Dolan
Assistant Administrator
U.S. Department of Labor
Washington, D.C. 20210

Dear Mr. Dolan:

Subject: Oregon project I-5-5(61)274; Landsystems, Inc., contractor; labor standards

Enclosed is a complete copy of recent correspondence on the subject from our Portland, Oregon regional office. Our observations on the correspondence follow:

1. The plant establishment work is subject to the contract minimum rate because it is part of the work called for by the construction contract;

2. While we realize that U.S. Department of Labor enforcement authority applies only to the minimum rate for laborers in the Federal wage decision ($7.37 hourly, including fringe benefits), the State highway agency and the Federal Highway Administration must, as a contract matter, enforce the higher State rate ($8.12 hourly, including fringe benefits) included as a contract specification;

3. The violations are too well established for us to see much justification for establishment of an escrow account for the alleged underpayments of $9,477.13.

The correspondence indicates that the contractor believes the matter to be appealable, possibly pursuant to 29 C.F.R. 1.16, 5.12, and Part 7.

RECEIVED
JUN 10 1976
OREGON DIVISION

It would be appreciated if you would advise if your office supports us in the first observation. Your ruling, if supportive of our position, would allow the contractor some basis for entering an appeal to the Wage Appeals Board.

NORMAN S. MACPHEE

Norman S. MacPhee
Deputy Assistant Chief Counsel
for General Law

Enclosure

cc:
RFHWA; Louis E. Lybecker; Portland, Oregon 10-00
Reg. Cnsl. R. B. Rutledge, Portland, Oregon 10-00
Div. Adm. Glen L. Green Salem, Oregon 10-41

ltp

Dir Admn. Glenn Green
Salem, Oregon
10-11
GJ
RCS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

2 JUN 1976

IN REPLY REFER TO:
HCC-50.2

Mr. Ray J. Dolan
Assistant Administrator
U.S. Department of Labor
Washington, D.C. 20210

Dear Mr. Dolan:

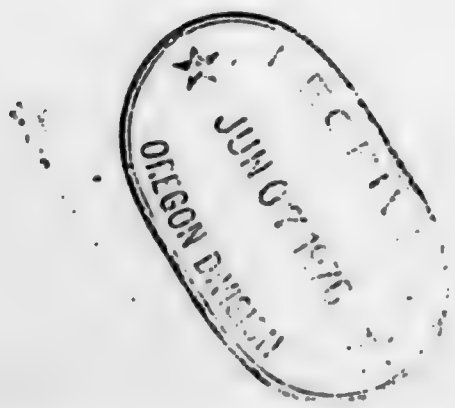
Subject: Oregon project I-5-2(75)64; Ausland Construction, Inc. contractor; L&R Nursery, subcontractor; L&R Landscaping (assignee of L&R Nursery), second-tier subcontractor; L&R Nursery, third-tier employment subcontractor to its assignee (for hours worked by assignee's employees which, if performed for assignee, would be overtime hours); labor standards

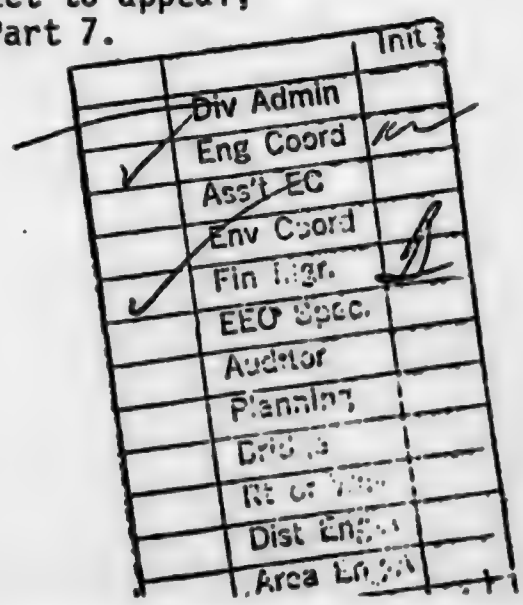
Enclosed is a complete copy of recent correspondence on the subject from our Portland, Oregon regional office. Our observations on the correspondence follow:

1. The contract hourly minimum rate to be enforced by the Federal Highway Administration and the Oregon State Highway Division is $7.37, including fringe benefits;

2. The "subcontracting" arrangements, while novel, do nothing to affect the daily or weekly wages due each employee for work on the project.

The correspondence indicates that the various parties contracting with Ausland Construction, Inc. to perform the project landscaping work believe that the matters at issue are subject to appeal, possibly pursuant to 29 C.F.R. 1.16, 5.12, and Part 7.





Please advise if you support us in the second of the above observations. if supportive of our position, your ruling would allow the landscaping firms some basis for entering an appeal to the Wage Appeals Board.

NORMAN S. MACPHEE

Norman S. MacPhee
Deputy Assistant Chief Counsel
for General Law

Enclosure

cc:
RFHWA; Louis E. Lybecker; Portland, Oregon 10-00
Reg. Cnsl. R. B. Rutledge, Portland, Oregon 10-00
Div. Adm. Glen L. Green Salem, Oregon 10-41

8263

March 10, 1977

The Honorable Roger E. Martin
Minority Leader
House of Representatives
Oregon Legislative Assembly
Room H395
Salem, OR 97310

Dear Representative Martin:

Luminaire Submittals
Baldock Safety Rest Area
Pacific Highway (I-5), Clackamas County
Contract No. 8263

In accord with our previous conversation, I am reporting on the progress being made toward acceptance of luminaires made by Sterner Lighting System, Inc., for the Baldock Safety Rest Area.

The distributor for the manufacturer has just delivered the luminaires to the job site and two of them were selected for testing. These samples were thoroughly examined by our illumination personnel and then transported to the State of Washington Materials Testing Laboratory at Olympia, Washington for a series of tests.

The testing procedures will be based on the contract specifications and will include operating tests similar to the Underwriter's Laboratory tests for these luminaires.

The results of these tests should be available during the week of March 14. We anticipate accepting or rejecting these luminaires on the basis of the test results. If the units pass laboratory tests, the final check for compliance with specifications will occur after installation.

We will keep you informed as to the results.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
R. W. Ellison
W. J. Hart
John Sheldrake
Gordon Ballard
R. P. Hamilton (enc.)

RWE:smd/ESH:ja

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 8263

Salem, Oregon

March 9, 1977

FROM: Gordon J. Ballard
Supervising Design Engineer

TO: Memo to File

SUBJECT:
Luminaires
Baldock SRA
Pacific Highway I-5
Clackamas County

We have received two luminaire samples manufactured by the Sterner Lighting System, Inc. These samples are part of a shipment of luminaires to be installed at the Baldock Rest Area. The samples are (1) a 400 watt HPS Luminaire and (2) a 150 watt HPS Luminaire.

These samples were selected by the distributor (Eoff Elec.) and the manufacturer's representative (Joe Pellicano) and delivered to the Resident Engineer (Art Gottfried).

These luminaire samples have been thoroughly examined and marked for identification. Pictures were taken of all the parts and their model numbers recorded.

We have made arrangements for the State of Washington Materials Testing Laboratory to test these luminaires against the contract specifications. Other tests will include the "Normal Temperature Test" similar to Underwriter's Laboratory.

The luminaires will be delivered to Olympia, Washington Laboratory at 8:00 AM Wednesday, March 9 by the Assistant Resident Engineer.

Results of the testing program should be available by the week of March 14th. I suggest Mr. Hunter notify Representative Martin of these events.

GJB:smd

cc E. S. Hunter
Walt Hart Reg. I
R. W. Ellison
J. Wimer
Art Gottfried

RECEIVED
STATE HWY ENGR
MAR 9 '77
REFER TO
FOR
Info | Inves. | R.D. | D/R | Sign | Act | File

5183

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 11 2 46 PM '77

March 10, 1977

Mr. Carl P. Hansen, Owner
Rosewood Rentals & Construction
17725 S.W. Boones Ferry Rd.
Lake Oswego, OR 97034

ED C.
3-16-77

5183

FILED
MAR 11 1977
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Hansen:

Mr. Art Gottfried, Highway Division Resident Engineer, has forwarded to us your letters dated July 1, 1976, and February 23, 1977, stating that you have a balance due of $1,080.00,,plus service charges, for the disposing of stumps and debris removed from the Baldock Safety Rest Area.

This appears to be in reference to the Schrader Construction Co., Inc. Contract No. 8263, Baldock Safety Rest Area in Clackamas County.

The Reliance Insurance Company furnished the bond on this contract. We will advise them of the receipt of your claim letters and we will also forward them to the Secretary of State for filing.

Please let us know when this matter has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

RECEIVED
MAR 11 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:kkr

cc: Reliance Insurance Co.
Portland Office
700 N.E. Multnomah
Portland, OR 97232

Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland, OR 97206

bc: Secretary of State-please acknowledge receipt of this attached claim on the enclosed copy of this letter

Mr. Art Gottfried, Resident Engineer

NOTED
C. W. HEAD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
March 2, 1977

FILE: CON 5
603-1038

FROM: Art Gottfried
Resident Engineer

TO: Cecil Head
Commission Services

SUBJECT: Billing, Carl Hansen Stump Disposal
Baldock Safety Rest Area
Pacific Highway
Clackamas County
Contract No. 8263

As discussed in our March 2, telephone conversation, I am sending you letters from Mr. Carl P. Hansen requesting assistance in collecting a balance of $1,080.00 he claims he has comming from Schrader Construction Co. for disposing of stumps and debris on his property.

I discussed this with Mr. Schrader and he said he made no agreement to pay $20.00 per load regardless of size. He said the cleanup loads were undersize so he deducted accordingly and he feels that Mr. Hansen is paid in full.

AAG/rf

Enc.

cc: Gerald Wimer
File

NOTED
C. W. HEAD

Carl P. Hansen
17725 S.W. BOONES FERRY RD.
LAKE OSWEGO, OREGON
636-[illegible] xxx-3681

February 23, 1977

Oregon State Highway Division
c/o Art Godfrey - Resident Engineer
P.O. Box 14030
Salem, Oregon 97310

RE: Schrader Construction

Dear Mr. Godfrey,

With reference to our phone conversation last week I am sending you the information to date on the outstanding balance due us by Schrader Construction Company for the dumping of stumps and debris removed from Baldock Rest Area. I feel by sending you these original copies of correspondence they will be more benefical for you to pursue the matter further.

After reviewing this information you can see it is imperative for us to have this balance paid in full before final payment is made to Scharder Construction on the Baldock Safety Rest Area Contract No. 8263.

Enclosed is a stamped, self-addressed envelope for your immediate rely advising the status of this account.

Very truly yours,

Carl P. Hansen

Carl P. Hansen-owner
Rosewood Rentals & Construction

CPH/db
encls.

RECEIVED
MAR 2 1977
OFFICE of RESIDENT ENGINEER

Carl P. Hansen
17725 S.W. BOONES FERRY RD.
LAKE OSWEGO, OREGON
636-6636 -3681

July 1, 1976

Mr. Loren Weber
P.O. Box 30
Salem, Oregon 97310

RE: Schrader Construction

Dear Mr. Weber:

With reference to our phone conversation this morning and at your request, we are writing this letter regarding the above mentioned account in order that you may assist us in collecting the balance due of $1,080.00.

Mr. Obrist contacted us regarding dumping stumps and brush for Mr. Schrader. He advised us to bill him and he in turn would bill Schrader Construction. Feeling it would simplify bookkeeping procedures our bookkeeper, Mrs. Barrett, contacted June Pement of Schrader Construction and it was agreed upon that we would bill Schrader Construction direct. Our charge for dumping was quoted at $20.00 per load regardless of the size. This was also agreed upon.

When we received their check (which should have been payment in full) they deducted $1,080.00. When we called them concerning this remaining balance they stated they had deducted this as they were overloaded and decided to lower our dumping fee to $15.00 per load rather then the $20.00 per load as was originally agreed upon. Conversation with Mr. Schrader resulted in him advising us that his difference would have to be made up strictly by Mr. Obrist as he had the contract to haul the debris out. Our agreement was with Schrader Construction and not with Mr. Obrist and we feel the responsiblity is Mr. Schrader's. Due to the delinquency of this bill (as of October 1975) we are requesting a $10.00 per month service charge in addition to the $1,080.00 balance due.

Any assistance would be appreciated. Thank you and we are looking forward to hearing from you.

Sincerely,

Carl P. Hansen

Carl P. Hansen-owner
Rosewood Rentals & Const.

OREGON STATE HIGHWAY DIV.
RECEIVED
JUL 9 1976
RE ☐ INSP. ☐
ASST. ☐ OM ☑

CPH/db

cc: Schrader Construction Co.

—— -3681

September 24, 1976

Mr. Loren Weber
P. O. Box 30
Salem, Oregon 97310

RE: Correspondence dated July 1, 1976

Dear Mr. Weber:

To date we have received no further communication from your office other than your letter dated July 12, 1976. Is there any additional information we can lend from our files regarding the balance due from Schrader Construction Co.? We certainly are not in the position to let this money due us be thrown along the way side.
Please help us in what ever way possible so we may get this matter cleared up before the end of our fiscal year. Thank you for your cooperation.

Sincerely,

Carl P. Hansen, owner
Rosewood Rentals & Construction
17725 SW Boones Ferry Rd.
Lake Oswego, Oregon 97034

CPH/db

RECEIVED
MAR
ENGINEERS

BI#6

OREGON STATE HIGHWAY DIVISION

c/o Loren A. Weber
P.O. Box 30
Salem, Oregon 97310
April 30, 1976

CON 5
603-1038

Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland, Oregon 97206

Attention: Mr. Terrell Stien

Re: Disposal of Clearing Debris
Baldock Safety Rest Area
Pacific Highway
Clackamas County
Contract No. 8263

Dear Sir:

Mr. Carl Hansen called me on Thursday regarding an amount of $1,000.00 which he says is owed to him for the disposal of some clearing debres. Mainly stumps, as nearly as I can determine.

He is not sure whether you or the people who actually did the dumping owe him but he indicates he needs the money.

As nearly as I can determine, probably the people who bought the logs desposed of the stumps as a part of the purchase price for the lumber. In this case, they seem to be the ones responsible.

Will you please investigate this and satisfy Mr. Hansen's request.

Thank you.

Very truly yours,

Walter Bartel

For Loren A. Weber
Resident Engineer

LAW/rf

cc: Gerald Wimer
File ✓

821.2

OREGON STATE HIGHWAY DIVISION

c/o Loren A. Weber
P. O. Box 30
Salem, Oregon 97310
July 12, 1976

CON 5
603-1038 Bi #6

Schrader Construction Co. Inc.
7912 S.E. Powell Blvd.
Portland, Oregon 97206

Attention: Mr. Terrell Stien

Re: Billing, Carl Hansen Stump Disposal
Baldock Safety Rest Area
Pacific Highway
Clackamas County
Contract No. 8263

Dear Sir:

This is a follow up of Mr. Hansen's letter to me regarding what he feels to be an underpayment for the stump disposal.

To an extent, Mr. Hansen says the same things you did in our conversation on Thursday July 8.

It appears that it may be helpful if a meeting; between yourselves, Mr. Hansen, and Mr. Obrist, could be arranged where, at the very least, some compromise might be reached.

If it would be helpful, Mr. Hamilton and myself would be available as disinterested parties.

In any case, some action needs to be taken to resolve the problem.

Very truly yours,

Loren A. Weber
Resident Engineer

LAW/rf

cc: Gerald Wimer w/attachment
Carl P. Hansen
File ✓

Oregon State Highway Division

ROBERT W. STRAUB
GOVERNOR

TRANSPORTATION BUILDING SALEM, OREGON 97310

March 8, 1977

RECEIVED
STATE HWY ENGR
MAR 10 '77
REFER TO
FOR
Info | Imes | R/D | D/R | Sign | Act | File

Hon. Jeff Gillmore
State Representative
Room H 479 State Capitol
Salem, OR 97310

Re: Greer Bros. Nursery Inquiry
Baldock Safety Rest Area
Contract No. 8263

Dear Mr. Gillmore:

Jack Kalinoski from the Portland Office of The Associated General Contractors of America, Inc. telephoned this office recently regarding the subject inquiry made by your office. I explained to Mr. Kalinoski that the reason the Oregon State Highway Division had not made payment for the work performed by Greer Bros. was that firm's refusal to comply with the prevailing wage rate requirements of the contract.

The work was performed on a Federal-aid project and is subject to the Davis-Bacon and Related Acts, as well as to Oregon statutes related to prevailing wage rates on public works contracts. Mr. Greer has refused to submit a subcontract for the Highway Division's consent which is a contract requirement. He also refuses to submit payrolls or a Public Works Contractor Wage Certification (Form 124 RE-1) which is required by Oregon statute.

Mr. Kalinoski had suggested in our telephone conversation that ORS 279.354 required submission of Form 124 RE-1 only prior to final payment on public works contracts. As you can see by the attached copy, the statute makes submission of this form a requirement before the first payment is to be made.

I have attached a copy of Required Contract Provisions, Federal-aid Construction Contracts, which is a part of the subject project. As you can see, these federal provisions require payment of the contract minimum wages, submission of certified payrolls, and subcontract consent by the State Highway. They also provide for withholding payment if the contractor does not comply.

I therefore feel that the Highway Division has no choice but to refuse to make payment for the work performed until Greer Bros. complies with the above-mentioned statutes and contract provisions.

If you have some questions on this matter that I have failed to answer, please do not hesitate to call. My telephone number is 378-6318.

Very truly yours,

C. T. Keasey
Construction Engineer
By

Warren Richards
Construction Office Engineer

Enc.
cc: Jack Kalinoski (w/enc.)
bc: E. S. Hunter
John Sheldrake
Art Gottfried
Bob Hamilton

Form 81-734-3122

8263

COPY COPY COPY COPY

2/4/77

NOTED
E. S. HUNTER

Mr. Gordon Ballard
Oregon State Highway Department / Bridge Section
Oregon State Highway Building
Salem, Oregon 97310

Subject: Baldock Safety Rest Area / Luminaire approvals

Dear Mr. Ballard:

Regarding our conversation yesterday of the above subject, I, as a bidder of materials on the project, would like to confirm in writing my objection to the State's apparant decision to waive parts of the specification in order to allow acceptance of the submitting manufacturer's product on the job.

As I understand it, the decision is based on the State's acceptance of the submittor's definition of "substantial compliance" of the specification, in that if one reasonably complies with the specification on all but one of a number of points that it is not necessary to comply at all on the remaining point; hence, six out of seven is "substantial compliance" with the specification as a whole.

I contend that to meet the basic intent of the specification and be acceptable, a manufacturer must "substantially comply" with each and every point of the specification.

Also, I feel that the six out of seven definition is obviously invalid. Allow me to explain with some basic examples:

Ex. 1 : Refer to Baldock Safety Rest Area Specification. Suppose a manufacturer submits a luminaire that comes reasonably close to the named points as far as glassware, lamp stabilizer, Duranodic finish, rectangular housing of roughly equivalent size, etc., and meets within reason all of the photometric points; however, they do so not with a 400 watt lamp but a 1000 watt lamp, then by the definition the State is currently accepting this unit would be acceptable on the job. Certainly at this point the State would have to issue a new contract to install additional electrical service.

Furthermore, as a bidder who bid to reasonably comply with each point of the specification, should I supply material on the

RECEIVED
STATE HWY ENGR
FEB 16 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
FEB 14 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

3701 SOUTHEAST MILWAUKIE AVENUE · PORTLAND, OREGON 97202 · (503) 233-9519

job I would be able to, in order to reduce manufacturing costs, eliminate any one of the following and be acceptable: 1) reflector, 2) ballast, 3) glassware, 4) finish (could ship raw aluminum or even steel), 5) arm, 6) housing, 7) socket.

Ex. 2: For those not familiar with luminaire function, suppose the State issues a bid for an office desk to be: a) 1" min. thick white oak, b) 29" height x 30" width x 60" length, c) 6 drawers, d) brass hardware, e) 4 solid oak legs, f) oil rubbed finish. Three close bids are received and the contract is awarded. The desk supplied meets points a,c,d,e,f, but measures 10" height x 10 1/2" width x 20" length. In order to remain consistant with the apparant decision on Baldock Safety Rest Area this desk would be acceptable.

The taxpayers of Oregon are paying for some of the highest trained and respected professional specifiers in the field of Illumination Design and as a bidder I assume that each point they call for in their specification has a purpose and is inclusive of other unwritten points that affect the maintained performance and maintained cost of the project. The waiver of any of these points to allow a product to be accepted essentially limits me from competition based on manufacturing costs.

In summary, I urge that you use the sensible approach that each and every point of a specification be complied with within reason to assure the citizens of Oregon that the finished project will be of the standards it was designed to be. The waiver of parts of the specification should be justifiable to myself, as a legitimate bidder on the project, and to the taxpayers of the State of Oregon who have paid for the project based on the specification.

Thank you for your cooperation.

Regards,

Wally Qualmann / The Light Source / Manufacturer's Agents

cc:

F.B. Klaboe	State Highway Engineer
Walter Hart	Bridge Engineer
Robert Ellison	Acting Bridge Engineer
Robert Dixson	Illumination Supervisor
John Sheldrake	Region II Engineer
Gerald Wimer	Region II Assistant Engineer
Art Gottfried	Resident Engineer
Jack Sollis	Legal
Hardy Meyers	State House of Representatives
Roger Martin	State House of Representatives

January 12, 1977

Salem Compost
2555 25th St. S.E.
Salem, OR 97302

Attention: Robert E. Calkins
Manager

Gentlemen:

Thank you for your memo of January 6 advising us that your claim for materials in the amount of $5,655 which was filed against Schrader Construction Co., Inc. Contract No. 8263 in Clackamas County has been satisfied.

This information is being noted in our records and we will advise the surety and principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Reliance Insurance Company
700 N.E. Multnomah
Portland, OR 97232

Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland, OR 97206

1-12-77 ltr

SALEM COMPOST
2555 25th St. S.E.
SALEM, OREGON 97302

362-0811 or 362-0331

DATE: January 6, 1977
NUMBER:

Department of Transportation
State Highway Building
Salem, Oregon 97310

TERMS

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $_____

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	

Attn: Mr. C. W. Head

The claim for Shrader Const. Co., contract no. 8263, Baldock Safety Rest Area, has been satisfied with this company.

Thank you,

Robert E. Calkins.
Robert E. Calkins.
mgr.

RECEIVED
JAN 10
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

SALEM COMPOST

Thank You

PAY LAST AMOUNT IN THIS COLUMN

FORM 95

8263

1-11-77

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-5(64)283

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-794

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
2-19-75	12-6-76	Interstate 5 / Primary 1

GENERAL LOCATION:
"Baldock Safety Rest Area"

GENERAL DESCRIPTION OF WORK:
Furnish and install toilet paper holders, soap dispensers, and hand towel machines.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION • ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION • PROCEED ON ~~XXXXXXXXX~~ XXXXXXXXX ~~XXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 12-9-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 7 in the amount of $1,350 - Federal Funds $1,245.

RECEIVED
STATE HWY ENGR
JAN 13 '77
REFER TO
FOR
Info | Inve | R/D | D R | Sec | ... | ...

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-11-77	G. K. Hoonsbergh	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-866

8263

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 4, 1977

FILE:

RECEIVED
STATE HWY ENGR
JAN 5 '77
REFER TO
FOR

FROM: J. H. Versteeg
Road Design Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Landscape Project
Second Year Plant
Establishment

The F.H.W.A., by letter of December 13, 1976, approved the second year establishment program that would include fertilizing, herbicides, watering, plant replacement and pruning by State forces. Project agreements for ongoing contracts which meet the criteria in Federal Highway Program Manual 7-6-3-4f(2)(b) may be modified to include the second year plant establishment period. The following list of projects and estimate second year maintenance have been identified.

Order Number	Project Name	Contract Number	Completion Date	Maintenance District	Amount
1	Smith Point (Astoria) Sec.	8237	6-24-76	1	$ 1,700.00
2	Idaho Ave. Int. (Ontario) Sec.	8345	7-16-76	14	$ 2,500.00
3	Siskiyou Safety Rest Area	8198	7-29-76	8	$ 1,200.00
4	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	City of Salem	$ 1,400.00
5	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	3	$ 1,800.00
6	Chemawa Rd.-Hayesville Int.	---- ----	6-30-77	3	$ 1,000.00
7	Baldock Safety Rest Area	8263	6-30-77	3	$11,000.00
8	Lebanon Rd.-Butte Creek Sec.		6-30-77	4	$ 3,500.00
9	Butte Creek-Halsey Int. Sec.		6-30-77	4	$ 3,500.00

NOTED
E. S. HUNTER

cy Rubin – pls proceed as outlined. EH
a Versteeg 1-7-77

After F.H.W.A. concurrence is received, the procedure would be for the Region to submit a State Force Order on a current landscape contract to cover the cost of second year maintenance. Upon completion of the second year maintenance the Region would advise Project Management that the work was complete and all charges to the State Force Order had been submitted.

The disadvantages of this proposal are the extra effort needed to process the State Force Order, keeping track of the State Force charges and keep a project open for the additional year. I discussed these disadvantages with Mr. Rulien and Mr. Swan, they agree that the cost and effort would be minimal in most instances.

It is recommended that F.H.W.A. participation be requested in second year maintenance cost on the above listed landscape projects.

JHV:az

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 13, 1976

SUBJECT: Second Year Plant Establishment

In reply refer to: 1041EC/510.7

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. Versteeg's December 10 letter, we approve Federal participation in a program of second year plant establishment in accordance with Federal Highway Program Manual 7-6-3-4f(2)(b). This would apply to contracts completed in the spring and accepted in the fall of the same year. The second year establishment program would include fertilizing, herbicides, watering, plant replacement and pruning.

We concur in the use of State forces for work done after the fall acceptance.

If you desire, project agreements for ongoing contracts which meet the criteria in the manual may be modified to include the second year plant establishment period.

for G. L. Green

1 3 77

RECEIVED
DEC 14 '76
REFER TO

Versteeg
Review ongoing
contracts for modifying
as outlined.
EO.

8263

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
DEC 10 9 26 AM
CLAY MYERS
SECRETARY OF STATE

December 9, 1976

Salem Compost
2555 25th St. S.E.
Salem, OR 97302

5163

FILED
DEC 10 1976
CLAY MYERS
SECRETARY OF STATE

ED O.
12-13-76

Gentlemen:

This will acknowledge receipt of your statement indicating that Schrader Construction Co., owes you for materials in the amount of $5,454.

From the description, this appears to be in reference to the Schrader Construction Co., Inc., Contract No. 8263, Baldock Safety Rest Area, Pacific Highway, Clackamas County.

The Reliance Insurance Company through Fred S. James & Co. furnished the bond on this contract. We will advise them of receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Reliance Insurance Company
700 N.E. Multnomah
Portland OR 97232

Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland, OR 97206

RECEIVED
DEC 13 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc Secretary of State ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SALEM COMPOST
2555 25th St. S.E.
SALEM, OREGON 97302

362-0811 or 362-0331

DATE: December 17, 1976
NUMBER:

Schneider Construction Co.
7912 S.E. Powell Blvd.
Portland, Oregon 97206.

TERMS

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $ _____

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
	Delivered to K & R Nursery, Salem, to East Stop I-5 North & South side, Tualatin, Oregon = $263	
	101 - 18yd Loads @ $3.00 per yd.	$5454 —
	Total of 1818 yds.	
6-14-76	37 Loads	
6-29-76	2 Loads	
6-29-76	2 Loads	
8-9-76	12 Loads	
8-31-76	35 Loads	
9-3-76 to 9-26-76	2 Loads	
10-5-76	10 Loads	
10-12-76	1 Loads	
10-25-76	101 Loads	

RECEIVED
DEC 3 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SALEM COMPOST

Thank You

PAY LAST AMOUNT IN THIS COLUMN

FORM 95

8263 11-15-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-5-5(64)283

STATE PROJECT NO.
Baldock Safety Rest Area

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-794

COUNTY NAME
Clackamas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 17 '76
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2-19-75	10-8-76	Interstate Route 5	Primary 1

GENERAL LOCATION:

20 miles south of Portland.

GENERAL DESCRIPTION OF WORK:

Furnish and install temporary signing to inform public that Rest Area is being renovated.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXXX~~ ~~XXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-28-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 6 in the amount of $910 - Federal Funds $840.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-15-76	D. K. Keasey	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-695

SP*72830-134

63

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 9, 1976

FILE: CON 8263

FROM: R. F. Knapp

TO: Memo to the Files

SUBJECT:

Plumbing Revision, Existing Buildings
Baldock Safety Rest Area
Clackamas County
Contract 8263

On October 26, Jim Hansen and I accompanied Resident Engineer Loren Weber to the Baldock Safety Rest Area to examine the plumbing equipment in the old toilet buildings there.

There are a number of conditions in the plumbing systems of the old toilet buildings that need correction. It is my belief that some of the work may justify FHWA participation under the on-going Contract 8263, but there are other desirable items of work which may require maintenance funds because of possible FHWA refusal to participate. At any rate.....it is urgently recommended that all of the suggested corrections be made at this time since we have the good fortune of having a very capable plumbing subcontractor on the project. Unfortunately, that was not the case during a previous contract when the old toilet buildings were constructed.

We propose that the work be segregated as follows:

A. Suggested FHWA participation:

1. The existing non-jacketed G.I. water piping work underground beneath the old toilet buildings and their adjacent and contiguous paved areas, is in violation of the new and current plumbing code. This existing underground piping work, supplying the toilet buildings, and piping work serving the drinking fountain supply lines should be brought up to code standards with copper pipe. In accordance with code the copper pipe would extend from the outer edge of the building paved areas and up into each old toilet building service or storage room.

   From the best available information, it appears that the proposed copper piping work for both building water supply and the fountain service line should enter the "blind end" of the service rooms which is at the front side of the toilet buildings. Upon request, detailed sketches will be quickly supplied for guidance in achieving this work.

2. The existing old surge tanks are troublesome and deficient in operation due to difficult and neglected maintenance of air charges. The continually water-logged tanks cause deficient surge water flow to valves of flushing type plumbing fixtures, and thus fail to provide

the flow rate required by the standards of the current plumbing code. This situation is further aggravated by the long water supply lines necessitated by receiving water supply from the community water system at Wilsonville.

The old surge tanks should be replaced with modern integral diaphragm type tanks which permanently separate the air charge from the water to continually maintain the air charge without any depletion. The tanks should be similar to an 82-gallon "Sealair" tank, Model SA1200, as manufactured by State Stove and Manufacturing Co., Inc., Henderson, Nevada 89015.

3. To prevent excessive wear and damage to plumbing fixture valves, pressure-reducing valves should be installed on water supply lines inside the service room for both the old and new toilet buildings. Excessive water pressures are periodically generated by the community water supply system at Wilsonville which is now serving the rest area.

B. Maintenance funds are suggested for updating the plumbing installations in the old toilet buildings as follows:

1. Service or storage room layouts in the old toilet buildings can be greatly improved by moving the existing electrical water heaters to the rear of service room near the installation of the new smaller diaphragm type surge tank.

2. The old model flush valves on the existing plumbing fixtures are reported to be obsolete resulting in difficulty and impossible replacement of repair parts. It is probable that some or all of the old flush valves in the old toilet buildings must be replaced with flush valves of the same brand and model as those furnished for the new toilet buildings.

RFK:dh

cc C. O. Fredrickson
G. W. Wimer
Loren Weber

8263

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

September 24, 1976

FILE: CC" 5
603-1038

NOTED
H. S. COULTER

FROM: Loren A. Weber
Resident Engineer

TO: C. O. Fredrickson
Regional Engineer

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Tentative Project Schedule
Baldock Safety Rest Area
Pacific Highway
Clackamas County
Contract No. 8263

A tentative schedule of work from this point on is generally as follows:

1. Open new South Bound Rest Area the first part of October.

2. Open new portion of North Bound the first part of November.

3. Place both existing units back in service as soon as possible following irrigation, planting, and sod lawn installation next spring. Probably sometime in May 1977.

We are making arrangements with the contractor now to keep the existing Tourist Information Centers in operation at all times. A separate report along with sketch maps of the proposal is being prepared and will be submitted early next week.

The opening of the new South Bound is going to be predicated upon how rapidly we can get the tree limbing inside the loop completed.

The opening of the new North Bound is based upon us allowing the contractor to place sod lawn beyond the October 1 cut off date.

The re-opening of the old or existing areas will be subject to how soon we are able to get the new lawns in next spring. The contractor tells me he feels the building renovation may be done in 60 days after each is turned over to him.

RECEIVED
ROE

LAW/rf

cc: File

cc: Coulter-
Jackmond

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8263 9-17-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-5(64)283

ATE PROJECT NO.: Baldock Safety Rest Area

FROM: G. L. Green, Division Administration
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-794

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 21 '76
REFER TO
Ruben
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2-19-75	9-3-76	Interstate Route 5	Primary Route 1

GENERAL LOCATION:

20 miles south of Portland

GENERAL DESCRIPTION OF WORK:

Permanent signing - north and south bound rest areas.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ XXXXXXXXXX ~~FORCE ACCOUNT~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 9-7-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 2 in the amount of $650 - Federal Funds $600.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9/17/76	D. K. Dresser	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

SP 72A39-731

8263

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 29, 1976

FROM: Merlyn A. Anderson
Landscape Designer

SUBJECT: Baldock Safety Rest Area
Pacific Highway
6-26-76

TO: MEMO TO THE FILES

Reviewed construction with Jerry Wimer and Loren Webber.

Purpose of Trip:

1. George Lewis the subcontractor for landscaping complained about the large amount of crab grass in an area requiring shrubs. Lewis felt noxious weeds were not his problem:

   a. We feel that quack grass is his problem through to the end of the establishment period but also realize that if it is not delt with now it will be a constant maintenance problem for the State.
   b. Suggested Mr. Lewis come up with a cost figure for correcting the problem before any decisions are made.
   c. Mr. Lewis thought the herbicide Eptan would do the job. This would require two tillings and some watering. There would be a time delay in the planting operations of approximately 10 days but Mr. Lewis stated that he had other areas he could work on during that time.
   d. Loren Webber mentioned that we had delayed the landscape contractor's work due to some changes in the water system and that negotiating this item may be some compensation for his lost time.

2. Loren Webber was questioning the possibility of leaving sod lawn out in a tree area on the northbound unit. Our offic is to review the area in question and advise Loren.

MAA:az

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 0 1 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8263

Form FHWA 121 (Rev. 5-73)

b

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 16, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-5-5(64)283
Baldock Safety Rest Area
Clackamas County

FROM : G. L. Green, Division Administrator

Routing
Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood —
Johnsen —
Walker —

RECEIVED
JUN 18 1976
CONSTRUCTION
SECTION

TO : Mr. H. Scott Coulter, State Highway Engineer

As requested in Mr. Keasey's June 1 letter I approve the installation of locked maintenance access gates in the perimeter fence lines of both the northbound and southbound units.

G. K. Hansen
for G. L. Green

cc:
OSHD (Richards)
OSHD (Laux)
OSHD (Bond)

RECEIVED
STATE HWY ENGR
JUN 17 '76
REFER TO
Construction
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy: Fredrickson

— 1

1-5

Salem, Oregon
May 10, 1976

Justin Vincent

Loren A. Weber
Resident Engineer

Irrigation Materials
Baldock Safety Rest Area
Marion County
Contract No. 8263

I have reviewed the materials submitted for approval for use on the subject section and find them acceptable.

JV:az

Verstoeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 12 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8263

I-5

Salem, Oregon
April 7, 1976

Merle Anderson
Landscape Designer

Loren Weber
Resident Engineer

Baldock Safety Rest Area
Pacific Highway
Clackamas County

We have asked for some changes to be made on the picnic tables and benches for the Baldock Safety Rest Area.

1. A bevel change on the edges of the table tops and benches.

2. Add a 3-1/2" x 5" x 1/8" rubber pad between the finished wood surface and the steel plate connectors.

3. Add a layer of .020 fiberglass matting to the bottom side of the tables and benches.

I recommend that Item No. 1 be presented as an optional bevel that could be used in lieu of the one shown on the plans. The new bevel should be easier and less cost to the contractor so I think we will get what we want.

Item No. 3 - adding a layer of .020 fiberglass matting is not necessary since this is provided for in the special provisions.

MAA:jh
cc: C. O. Fredrickson

1 Versteeg ✓
2 Olson
Christensen
Scott
3 Swenson
Savage
Trout

RECEIVED
APR 7 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

#8263

b

March 29, 1976

Requests for additional classifications for landscape work performed on two federal-aid projects.

See: #7997

263

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 18, 1976

In reply refer to: 1041DB.2

SUBJECT: Oregon Project I-5-5(64)283
Wage Rate Determination
Baldock Safety Rest Area
Contract No. 8263

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attention: Warren Richards
Labor Compliance Officer

Please refer to your letter of March 16 requesting FHWA to forward a copy of "Additional Classification and Wage Report" (Form FHWA-1140) to the U. S. Secretary of Labor.

Per instructions on the back of the form the State Highway Department is requested to send the original directly to the U. S. Department of Labor and one copy to the Division Administrator. Please contact us if there are any questions or if we can be of any assistance in this matter.

for G. L. Green

RECEIVED
MAR 22 1976
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENG.
MAR 22'76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 16, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM Warren Richards
Labor Compliance Officer

SUBJECT Wage Rate Determination
Baldock Safety Rest Area
FAP No. I-5-5(64)283
Contract 8263

Enclosed is a request for additional classifications for landscape work performed on the subject project. The request is from L & R Landscape, Inc., a subcontractor who has contested the prevailing wage rate for landscape work on another current federal-aid project.

The subcontractor has attached to the request a copy of a labor agreement between Associated Landscape Contractors and United Landscape - Irrigation Employees of Oregon. Also attached is a rough draft job description for the Landscape Technician Skilled classification.

Please forward the request to the U. S. Secretary of Labor for determination as required by paragraph 2(b) of Section IV of the Required Contract Provisions, Form PR-1273.

It is my recommendation that the new classifications be denied. I feel that the work to be performed is the same as that covered by the Group 1 Laborers (Landscaping or planting laborers).

Attached are copies of March 2, 1976 Labor Compliance Reports for projects I-5-5(64)283 and I-5-2(75)64.

WR:mk

cy: Coulter
Richardson
Lee

NOTED
H.S. COULTER

RECEIVED
MAR 17 1976
Office of
Assistant State Highway Engineer

Form 81-734-3122

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ADDITIONAL CLASSIFICATION AND WAGE RATE REPORT

(See instructions on reverse before completing form)

TO:

ASSISTANT ADMINISTRATOR
DIVISION OF WAGE DETERMINATIONS (ESA)
U.S. DEPARTMENT OF LABOR
ROOM S 3012, 200 CONSTITUTION AVENUE N.W.
WASHINGTON, D. C. 20210

FROM: *(Check one)*

[ ] REGIONAL FEDERAL HIGHWAY ADMINISTRATOR (OR HIS DESIGNEE)

[ ] HIGHWAY DEPARTMENT

CITY:

STATE: ZIP CODE: STATE OF:

1. ORIGINATING OFFICE *(Region or division if direct Federal) (If Federal-aid, name, title and address of State Highway Official)*

2. DATE PREPARED

3. PROJECT NUMBER

I-5-5(64)283

4. DATE OF CONTRACT AWARD 8/7/75

5. COUNTY Clackamas

6. STATE Oregon

To complete the work provided for under the above contract, the following rate(s) for the indicated classification(s) not included in the Department of Labor wage determination

Decision No. , dated , have been established for the above described project.

CLASSIFICATION	RATE	EFFECTIVE DATE
Landscape Foreman	4.85/.25	7/1/75
Landscape Technician Skilled	4.25/.25	7/1/75
Landscape Technician Semi Skilled	3.70/.25	7/1/75
Landscape Technician Unskilled	2.75/.25	7/1/75
Landscape Technician Apprentice	.76% of skilled 4% each 6 months	7/1/75

AGREEMENT - Signatures below of representatives of the contractor and of the labor representative or the employee concerned indicate mutual agreement upon the rate(s) and classification(s) established above.

8a. SIGNATURE OF (Check one)

[X] LABOR REPRESENTATIVE [ ] EMPLOYEE(S)

8b. TITLE OF LABOR REPRESENTATIVE: Director - Board of Directors

8c. DATE: 2-24-75

8d. LABOR ORGANIZATION: United Landscape-Irrigation Employees of Oregon

9a. CONTRACTOR REPRESENTATIVE *(Signature)*

George A. Lungren

9b. TITLE OF CONTRACTOR REPRESENTATIVE: Atty-in-fact

9c. DATE: 2-24-75

9d. CONTRACTOR *(Name and address)*

L & R Landscape, Inc.
4520 Macleay Rd., S.E.
Salem, OR 97301

APPROVALS

10. DIVISION ENGINEER *(Direct Federal, signature)* STATE HIGHWAY OFFICIAL LISTED IN ITEM 1 ABOVE *(Federal-Aid, signature)* DATE

11. REGIONAL FEDERAL HIGHWAY ADMINISTRATOR *(Signature, direct Federal)* DATE

The above established classification(s) and rate(s) are subject to review and approval by the Director, Division of Wage Determinations (ESA) U.S. Department of Labor

Form FHWA-1140
(Rev. 5-75)

PREVIOUS EDITIONS MAY BE USED

ADDITIONAL INFORMATION FOR FORM FHWA 1140

The United Landscape Contractors, Inc., a multi-employer bargaining group, is currently in negotiations with the United Landscape Irrigation Employees of Oregon, "the unions," with a tentative implementation of contract conditions as of April 1, 1976. The wage rates as well as the fringe benefits will be affected by these negotiations. An addenda to the master labor agreement will be published and a copy furnished to you upon completion of these negotiations.

The job title of Landscape Technician and the duties to be preformed by this person are defined under Article III, Section 1 & 2 of the Master Labor Agreement. The wage rates and fringe benefits that are listed and as amended are the result of collective bargaining by the Labor-Management.

OREGON STATE HIGHWAY DIV.
RECEIVED
MAR 5 1976
RE
INSP.
ASST.
OM

8263

OREGON STATE HIGHWAY DIVISION

RECEIVED MAR 2 1976 CONSTRUCTION SECTION

Keasey, Bond, Jackmond, Harwood, Johnson, Walker, Richards, Glenn, Berg

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 1, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: Warren Richards
Labor Compliance Officer

ATTN: Glen Hossner

SUBJ: Alleged Davis-Bacon Violations
U. S. Dept. of Labor Inquiry

To assist you in responding to the Labor Department's February 6, 1976 inquiry, I have attached labor compliance reports for the following projects:

* Hubbard Intch. - Woodburn Intch.
Contract 8053, FAP No. I-5-5(61)274

* Manzanita Safety Rest Area
Contract 7997, FAP No. I-5-2(75)64

Baldock Safety Rest Area
Contract 8263, FAP No. I-5-5(64)283

Copies of the reports and this transmittal are being furnished to the Oregon Bureau of Labor as they have requested that they be informed of possible labor violations occuring on our projects.

WR:mk

Attach.

cc: Bud Gardner
Wage and Hour Division
Oregon Bureau of Labor

* The assistance of the FHWA and the U.S. Department of Labor in the resolution of the apparent labor violations would be appreciated.

RECEIVED
NOTED MAR 4 1976
H.S.COULTER
Office of
Assistant State Highway Engineer

Form 81 734 3177

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR REGIONAL OFFICE

Room 4097 Federal Office Building 909 First Avenue Seattle, Washington 98174
Area Code 206, [illegible]

Date: February 6, 1976

Reply to Attn of: LEG/EEW/gkm

Subject: Oregon State Highway Division

Routing
1. Keasey
2. Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg
RECEIVED FEB 19 1976
CONSTRUCTION SECTION
DEPARTMENT OF LABOR

Hand carried by FHWA.
They want our response by Mar. 6, 1976 WL

To: Federal Highway Administration
Mohawk Building
222 S.W. Morrison
Portland, OR 97204

Our agency recently received a complaint alleging Davis-Bacon and Related Acts (DBRA) violations on the following projects.

Hubbard Interchange - Woodburn Interchange
Roadside Improvements, Contract No. 8053
Pacific Highway

Manzanita Safety Rest Area
(north of Grants Pass on I-5)

Baldock Safety Rest Area
(on I-5 south of Canby Exit)

In view of the fact that your agency has primary enforcement responsibility as provided in Reorganization Plan Number 14 (copy enclosed), we hereby request (pursuant to Part II, Section 1(b) of the enclosed Investigation and Enforcement Manual) that you conduct a DBRA investigation of these matters. Also, as provided in 29 CFR Part 5.7(a) (copy enclosed), we request a written report of findings upon conclusion of the investigation.

The complaint states that the contractors refused to pay the predetermined minimum wage rates on these federally funded projects as required by the Davis-Bacon Act. The complaint on the Hubbard Interchange project is against Landsystems Inc., P. O. Box 25376, Portland, Oregon 97225.

On the Manzanita Safety Rest Area and the Baldock Safety Rest Area projects the complaint is against L & R Landscape Inc., 4520 Macleay Road SE, Salem, Oregon 97392. Since it is our policy to treat all complaints as confidential, we are not able to identify the source of our information. We have, however, written the complainants advising them of our action and requested that they contact your agency.

For your guidance, we suggest reviewing the requirements that complaints and employee interviews are to be treated confidentially (Part I, Section 3(c)1; Part II, Section 8(a) of the Investigation Manual; and Part 5.6(a)3 of the Labor Standards Regulations.

Please advise this office of your progress on this case by March 8, 1976.

Edward E. Hartnett for

Loren E. Gilbert
Assistant Regional Administrator
for Wage Hour

Enclosures

LABOR COMPLIANCE REPORT

March 2, 1976

Project: Baldock Safety Rest Area — Contract 8263

Contractor: Schrader Construction Co., Inc.
7912 S.E. Powell
Portland, OR 97206 — FAP No. I-5-5(64)283

Subcontractor: L & R Landscape, Inc.
4520 Macleay Rd. S.E.
Salem, OR 97301

No complaint has been received by the Highway Division regarding this project. L & R Landscape, Inc. personnel appeared on the project for a few hours to look over the job but have not yet performed any contract work according to the resident engineer.

At the beginning of the project I was contacted by the owner of Schrader Construction Co., prime contractor for the work, regarding L & R Landscape's disagreement with the prevailing wage rates listed in our contracts. Apparently Mr. Schrader had been assured by L & R Landscape, Inc. that the conflict had been resolved and he had been given my name as the person to contact for confirmation.

I informed Mr. Schrader that the matter had not been resolved; that we were withholding funds on another project because of the prevailing wage rates; and that we would undoubtedly be withholding funds on his project also if L & R Landscaping paid less than prevailing wage rates on the job.

Mr. Schrader stated that there would be no violation on his contract as he would make the payments to the employees of L & R Landscaping himself and deduct the amount from the payments to the subcontractor. We have not yet received any payrolls for L & R Landscaping employees from either the prime or the subcontractor.

Warren Richards
Labor Compliance Officer

WR:mk

FORM 81.734 .0030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

March 2, 1976

RECEIVED
MAR 2 1976
CONSTRUCTION
SECTION

Rodney ____ Richards ____
Bond ____ Glenn ____
Jacksmond ____ Berg ____
Harwood ____
Johnsen ____
Walker ____

FROM: Warren Richards
Construction Office Engineer

SUBJECT: Prevailing Wage Rate
Landscape Laborers

TO: THE FILES

At least two landscape contractors in the past few months have claimed that the prevailing rates listed in the Highway Division contracts do not represent the actual prevailing wage rate of the landscape industry within the State. They claim that the Oregon Commissioner of Labor has failed to comply with State law when he did not recognize certain labor agreements within the industry as establishing the prevailing rates.

I do not know if the rates established by the agreement actually represent the industry wage rates but I am somewhat sympathetic to their claim that the AGC labor agreement does not represent the industry as far as Oregon State Highway work is concerned.

To assist the Oregon Bureau of Labor in investigating the landscape contractor's claim, I reviewed the Highway Division contracts awarded during 1975 to determine what contractors were performing the landscaping work.

I found that there were seven contracts awarded to landscape contractors and 42 subcontracts to landscape contractors to which we have granted consent so far. The work assigned to 16 companies, none of whom were listed as signatories to the Oregon Laborers agreement with AGC which appears to be the basis for the existing prevailing wage rate determination.

WR:mk

FORM 81-716-10-70

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR
March 2, 1976

FROM: Warren Richards
Construction Office Engineer

SUBJECT: Liquidated Damages
for Wage Violations

TO: THE FILES

Received a telephone call from Gene Watson of the Oregon Bureau of Labor this date regarding the Highway Division's responsibility for withholding the subject liquidated damages. Mr. Watson informed me that the Bureau of Labor does not feel the contracting agency is responsible for withholding funds to insure payment of liquidated damages for which the employer may be liable.

Mr. Watson said that, as the prime contractor is responsible for the labor compliance of the subcontractor, the prime, as well as the sub, may be held accountable for such damages.

WR:mk

cc: Mary Deitz, Asst. Attorney Gen.
Gene Watson, Oregon Bureau of Labor

8263 1-5

Salem, Oregon
January 14, 1976

Merlyn A. Anderson
Acting Landscape Engineer

Loren Weber
Resident Engineer

Baldock Safety Rest Area
Pacific Highway
Clackamas County

The following is a summary of three items we discussed the other day in my office regarding the Baldock Safety Rest Area.

1. Picnic Tables

We have had problems with some fiberglass table and bench tops separating from wood surface. The cause was from moisture entering the wood from the bottom side of the table and bench. To correct the problem we are requesting a price agreement be made with the contractor to add a layer of .020 fiberglass surface matting to the bottom side of the tables and benches plus a 3-1/2"x 5"x 1/8" rubber pad between the finished surface and the steel plates connecting the tops to the concrete uprights (detail enclosed).

2. Change from plans on landscaped area

Attached is a copy of the area we discussed the other day. The plans call for sod lawn, shrubs and irrigation. Due to the large number and the location of trees in this area I feel that the plans should be changed to reflect a minimal amount of landscaping. We will revise the plan and list quantity changes and send you a copy as soon as possible.

3. Roadside seeding - southbound unit

A large portion of the area to be roadside seeded presently has excellent grass cover. I recommend no additional seeding in areas of this nature with the exception of where the contractor has disturbed the existing grass cover.

MAA:jh

1 Versteeg ✓
Gl[illegible]
Terpin
Scott
Swenson
Anderson
Trout

RECEIVED
JAN 16 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval ✓
Receiver Keep
Do not File
Return To
Bring Up
Other

PEDESTRIAN RAMP
EXSTG. BUS SHELTER
EXSTG. PLANTING
R/W ℄
TRUCK PARKING
CAR PARKING
EXSTG. GROVE OF STATE TREES
EXSTG. BLDG.
EXSTG. TREES
SOD LAWN
UNIT 1
SOD LAWN
REMOVE EXSTG. FENCE
CONSTRUCT TYPE 2 FENCE
NATIVE GROWTH
EXSTG. TREES
NATIVE GROWTH
SOD LAWN
UNIT 2
UNIT 3
EXSTG. TREES
ROADSIDE
ROADSIDE SEEDING
CONSTRUCT TYPE 2 FENCE (SAVE & PROTECT NATIVE VEGETATION)
COUNTY ROAD

PEDESTRIAN RAMP
EXSTG. INFO SHELTER
— EXSTG. PLANTING —
R/W
TRUCK PARKING
CAR PARKING
EXSTG. TREES
NATIVE GROWTH
EXSTG. TREES
SANITARY PUMP STATION
MAINT STORAGE BLDG.
UNIT 1
SOD LAWN
EXSTG BLDG
SOD LAWN
REMOVE EXSTG FENCE
CONSTRUCT TYPE 2 FENCE
CONSTRUCT TYPE 2 FENCE (SAVE & PROTECT NAT
SOD LAWN
UNIT 2
NATIVE GROWTH
— UNIT 3 —
— EXSTG. TREES —
— ROADSIDE SEEDING —
— ROADSIDE SEEDING —
CONSTRUCT TYPE 2 FENCE (SAVE & PROTECT NATIVE VEGETATION)
— COUNTY ROAD —
UNIT 3
TRUCK PARK
CAR PARKI

1-5

8263

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 14, 1976

FROM: Merlyn A. Anderson
Acting Landscape Engineer

SUBJECT: Baldock Safety Rest Area
Pacific Highway
Clackamas County

TO: Gerald Wimer
Region 2 Construction Engineer

I am responding to a question brought up by Loren Weber pertaining to the extent of clearing and grubbing required in areas designated native on the Baldock Safety Rest Area plan. It is our intent that these areas be left in a native state. Except for items that would constitute an obvious hazard no clearing and grubbing should be required.

Loren Weber mentioned the removal of all dead branches from trees on public use areas (as I believe you requested) is being done. I certainly do concur with this idea and regard it as an oversight on our part not to have had it included in the specifications.

MAA:jh

Versteeg ✓
Gibson
Turpin
Scott
Swanson
Anderson
Tr...

RECEIVED
JAN 16 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8263

603-1038

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 4, 1975

Mr. Garthe Brown
Brown, Hansen & Steenson
Attorneys at Law
705 Standard Plaza
Portland, Oregon 97204

RECEIVED
STATE HWY ENGR
NOV 6 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

303-H

Dear Mr. Brown:

Subject: Frank Morishita Concerns
Wilsonville Rest Area
Pacific Interstate Highway
Contract 8263

Mr. Frank Morishita's concerns as expressed to our Assistant Resident Engineer, Howard Hamilton, and restated in your October 21, 1975 letter concerning drainage from our southbound Wilsonville Rest Area expansion project have been reviewed.

Based on this review, the drainage from this expansion will not be routed over Mr. Morishita's property. In the process of review, we did consult our Region Environmentalist and took into account not only Mr. Morishita's concerns but also the environmental considerations.

Thank you for restating Mr. Morishita's concerns and giving us the opportunity to reply. Should there be further questions, please direct your inquiry to this office.

Very truly yours,
ORIGINAL SIGNED BY
G. W. WIMER

Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

GWW/dea
bcc: H. S. Coulter
C. T. Keasey
L. A. Weber

RECEIVED
NOV 5 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

GARTHE BROWN
LEE A. HANSEN
BRIAN A. STEENSON
THOMAS H. HAMANN
LAWRENCE C. WEST

BROWN, HANSEN & STEENSON
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
705 STANDARD PLAZA
PORTLAND, OREGON 97204
AREA CODE 503-228-4331

October 21, 1975

State Highway Division
Salem, Oregon 97310

Attention: Mr. Hamilton

Re: Frank Morishita

Gentlemen:

Our purpose in writing is to notify you of the objection of our client, Frank Morishita, concerning the manner in which the State Highway Division is providing for run off of surface water at the highway rest area located on Interstate 5 near the Multnomah-Clackamas County line. Our client owns farm land adjacent to your facility.

Additions have been made to the aforesaid rest area providing parking for travelers to rest or picnic. Travelers' pets are permitted to run loose and there is a daily deposit of waste and debris left by the travelers and their pets. During heavy rains, the waste and debris is washed through the drainage facilities onto and over the property belonging to our client which is not only unsightly but could ultimately contaminate the soil and the growing crops thereon. In our opinion this violates the environmental standards of our state.

You have advised this problem is under study and that you are endeavoring to provide a receptacle to trap these impurities and waste matter. You anticipate providing some method which you feel will meet the environmental standards of the State of Oregon.

Please be advised that we wish to be kept informed so that we may determine whether or not action on our part is necessary to make sure that the proper safeguards are maintained to prevent the pollution of the irrigating ponds on our client's property, as well as otherwise contaminating the crops thereon.

RECEIVED
OCT 31 1975
Office of
Assistant State Highway Engineer

GB:LAH:vmg

RECEIVED
STATE HWY ENGR
OCT 30 '75
REFER TO
Bowersox
FOR

Yours very truly,

GARTHE BROWN

8263

B

NOTED
H. S. COULTER

CON 5
603-1033

OREGON STATE HIGHWAY DIVISION

P.O. Box 30
Salem, Oregon 97310
October 30, 1975

NOTED
E. S. HUNTER

Courtney and Sons Construction
5325 SW Main Avenue
Beaverton, Oregon 97005

Re: Molalla Safety Rest Area
Pacific Highway
Clackamas County
Contract No. 8263
Pacific Highway

Attention: Mr. Charles Courtney

Dear Sir:

262-H

I am replying to your letter of October 15, 1975 regarding installation of pipe under the highway on the subject project.

Your letter states that the specifications call for you to remove the casing. You also state that our inspector recommended you leave the casing in place and will for sure. I am assured by our inspector that at no time did he advise you in this matter.

The specifications for "Installing Pipe Under Highway", page 16 of the "Special Provisions" make no mention whatsoever of steel casing. It does however, with engineer approval, allow the contractor to choose the method and equipment to accomplish the work.

In your plan for the initial work dated August 25, you elected to use steel casing. During the course of the work you requested you be allowed to remove the casing. Your letter dated September 5 described the process. As both plans were approved, it becomes evident that the decision to leave the casing in place or remove same is yours. The specifications referred to above also states that payment for installing pipe under the existing highway will be made at the contract unit price per foot for the item, "Installing 24-inch Pipe Under Highway" and is full and complete payment for all work and material necessary to complete the item.

Please be advised that payments for all contract work are made to the prime contractor. As a subcontractor your billing should be sent to him. Also be advised further that all subcontractor correspondence is to be directed to him or routed through his office.

Sincerely,

Howard E. Hamilton

Howard E. Hamilton
Asst. Resident Engineer

RECEIVED
OCT 31 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 31 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

HEH/ew
cc: Schrader Construction Co., Inc.
H.S. Coulter
John Bond
C.O. Fredricason

RECEIVED
STATE HWY ENGR
OCT 20 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Eng | Adv | File

COURTNEY & SONS
CONSTRUCTION
ROAD BORING CONTRACTORS
Beaverton, Oregon 644-4331

5325 S.W. MAIN AVENUE · BEAVERTON, OREGON 97005

October 15, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon

Re: Federal Aid Projects, Clackamas,
Multnomah and Washington Counties.

Gentlemen:

With regard to the installation of pipe under the highway on the above-mentioned project, specifically the rest station at Hubbard Junction, we wish to advise you of the following:

The specifications on this particular segment of the job called for us to remove our casing. However, under the prevailing conditions, if we had done so we would have pulled our carrier pipe out with the casing. We advised your inspector, Mr. Teyton, of this at the time and he recommended to us that under the circumstances we should leave our casing in and bill for same.

Therefore, we hereby submit this letter as our billing for:

105ft. of casing	@$22.00 per foot	$2310.00

Your immediate attention to this matter will be greatly appreciated.

Very truly yours,
COURTNEY & SONS

C. E. Courtney
Charles Courtney

CC/dc

ESH

CON 8263

Q H Versteeg
I-5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 22, 1975

Mr. James F. Buckley, R.S.
Tourist Facilities
Health Division
Department of Human Resources
1400 SW 5th Avenue
Portland, OR 97201

Dear Mr. Buckley:

Baldock Safety Rest Area
Clackamas County

We have received your letter of September 5, 1975 on the proposed expansion of the Baldock Safety Rest Area. We have clarified the items as you requested. Please continue your review of this project based on these clarified items.

1. All of the proposed drinking fountains are to be connected to the Wilsonville sewer line as indicated on the plans (sheets 3 and 4). Since all the drinking fountains are to be connected to the sewer system, there will be no dry wells installed to serve the drinking fountains; as is indicated on the last note of Drawing No. L-1016.

2. OAR 42-066 (5,f) requires the main-line pipe to be installed below the frost line or 30" depth, whichever is greater. We shall conform to these rules by installing the domestic water supply lines (serving the toilet building) with 30" of cover instead of the 24" depth that we had specified. The water lines serving the drinking fountains and sanitary dump stations, we interpret to not be main-line pipes and therefore shall protect them from freezing by installation at a depth of 24". It might also be noted that the drinking fountain lines are to have provisions for draining during freezing weather, via the air blowouts located in the toilet buildings.

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
3 R. Olson
Trout

RECEIVED
SEP 22 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

3. The following flow line information on the depth of the sewer lines at the six sewer and water crossings that you refer to on Drawing 30709 have been obtained from "as-constructed" information for the existing sewers, and from sheets 3, 3D and 4 of our proposed plans for the new sewers. For the northbound unit a new 4" sewer crosses a 1" drinking fountain line at a proposed depth of 4.8', a new 4" sewer crosses a 3" domestic water supply line at a proposed depth of 4.5', an existing 8" sewer crosses a 3" domestic water supply at a depth of 8.3', and an existing 4" sewer crosses a 1" drinking fountain line at a depth of 4.3'. For the southbound unit a new 4" sewer crosses a 1 1/4" sanitary dump station line at a proposed depth of 7.0', and an existing 8" sewer crosses a 3" domestic water supply line at a depth of 10.7'.

We do comply with the 9' horizontal separation of water and sewer lines requirement, as indicated by the note on Drawing 30709 that designates a 10' minimum clearance.

This contract is now under contract and your prompt approval and/or comment will be appreciated.

Very truly yours,

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
for Walter J. Hart
Bridge Engineer

GJB/ag

cc J. H. Versteeg
C. O. Fredrickson
C. E. Payton

8263

I-5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 9200B

August 15, 1975

Mr. James F. Buckley, R.S.
Tourist Facilities
Health Division
Department of Human Resources
1400 S. W. 5th Avenue
Portland, OR 97201

Dear Mr. Buckley:

Baldock Safety Rest Area
Clackamas County

We have received your letter of August 1, 1975 on the proposed expansion of the Baldock Safety Rest Area. Please review the following items for your approval.

1. We are in touch with the Plumbing Section of the Department of Commerce. They are in the process of reviewing the plans now. Their approval will be forwarded to you when received by this office.

2. Copies of the plans and specifications for the proposed drinking fountain waste water disposal have been submitted to the DEQ. They are now reviewing those plans.

   The drinking fountain is connected to the sewer according to the plans (Sheets 3 and 4 and the related note on Drawing L1016) and is, therefore, we believe, under the jurisdiction of the Department of Commerce. The DOC Plumbing Section was consulted regarding details of the drinking fountain during its design. We have installed identical drinking fountains at the Memaloose Safety Rest Area and they have received an acceptable final inspection by the Department of Commerce.

   The water supply lines throughout the rest area are specified to be laid at 24 inches minimum cover as specified in 21-906 of the Plumbing

Code. All pavement crossings are to be laid in 12-inch steel culvert pipe for protection against crushing.

3. The new water supply line sections shown on Dwg. 30709 are not in conflict with regulations of the Plumbing Section of the Department of Commerce per a telephone conversation with Mr. Cox of that Section during the design stage of the facility. It is our understanding that their recommendations are compatible with yours. If this is not the case, we would like to receive a copy of the regulations which are satisfactory to both organizations.

   The disposal fields shown were abandoned by us in the fall of 1974 when sewer and water lines were extended into the Rest Area.

4. Mr. C. E. Payton, the resident engineer on this project, has been notified of the DEQ regulations governing the abandonment of septic tanks and he is taking steps to comply. He will obtain the necessary DEQ permit.

5. Sewer and water line crossings are to be made in accordance with DEQ instructions of maintaining an 18-inch separation between the water line and the sewer line below the water line. We do, however, specify cast iron sewer pipe at these crossings. It is our understanding that this is in excess of the requirements.

6. As indicated by a note on Dwg. 30709, new water lines and existing sewer lines are to ..."Maintain 10 feet minimum clearance..." Existing water and sewer lines may not have this clearance.

7. The water supply main and sewer trunk line were previously constructed under a contract let in September of 1973. The sewer trunk line is connected to the City of Wilsonville system at Engr. Sta. 586+00 (Left) near the southeast corner of the Wilsonville Bridge and runs along the east side of the highway to the Rest Area.

   The water main was extended to the Rest Area under the same contract with a six-inch cast iron water pipe. The connection to the City of Wilsonville's water supply was made at Engr. Sta. 583+50 (Left)at the southeast corner of the Wilsonville Bridge. It immediately crosses under the highway and extends along the west side of the highway to the Rest Area.

The extension of the water and sewer lines were made on opposite sides of the freeway until they reach the point shown on Dwg. 30709.

This project is now under contract and your prompt approval and/or comment will be appreciated.

Very truly yours,

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

GJB:dh

cc J. H. Versteeg
C. O. Fredrickson
C. E. Payton

1 Versteeg ✓
2 A. Olson CCH
Terpin
Scott
Swenson
3 R. Olson REO
Trout

RECEIVED
AUG 15 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To.
Bring Up. /
Other

8263

F1 Br. 9200B

I-5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 14, 1975

REFERRED TO
Board Reed
Cole Sample
Erikson Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Mr. Guy F. Beachler
Recreation & Housing Section
Oregon State Health Division
1400 SW 5th Ave.
Portland, OR 97201

Dear Mr. Beachler:

Baldock Safety Rest Area
Clackamas Co.

Enclosed are two (2) copies of the contract plans and specifications for the expansion of Baldock SRA on I-5 in Clackamas Co. Please review these plans and return one copy with your approval and/or comments.

The water supply and sewage disposal facilities are being furnished by the City of Wilsonville. Their lines were extended to the rest area under a previous contract. This contract is to service the expansion of the area on both the northbound and southbound sides.

Two water wells are to be constructed under this contract but will serve only the irrigation demands.

Very truly yours,

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

GJB/ag
Encl.

cc J. H. Versteeg
C. O. Fredrickson
C. E. Payton

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout

RECEIVED
JUL 15 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

A DIVISION OF THE DEPARTMENT

8263

I5

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

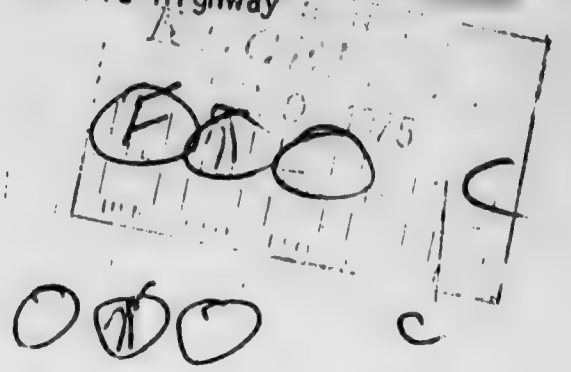
Salem, Oregon
May 1, 1975

FILE: 60310.3

FROM: W. H. Versteeg
Road Design Engineer

TO: Frank E. Jerpin
Roy Olson
Gordon Ballard

SUBJECT: Baldock Safety Rest Area
Pacific Highway



The redesigned SRA preliminary plans have been reviewed by E. S. Hunter, Paul Riedl and C. O. Fredrickson. The 20 year design proposal is estimated to cost $2,400,000. Please proceed with the final design for the safety rest area with a goal of PS&E in late June and a mid summer contract letting.

It is requested that any comments, suggestions or recommendations on the rest area design or on maintenance be submitted as early as possible so that they can be included in the project plans.

JHV:jh
cc: E. S. Hunter
C. O. Fredrickson
L. W. Rulien
D. H. Moehring
C. T. Keasey
Floyd Lacey
Paul Riedl, FHWA

NOTED
REFERRED TO C. E. PAYTON

Board Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

cc C.E. Payton ✓ - Do you recommend "plans on hand" review?
A Kimes

cc G. Wimer — YES

cc. H.C. Crist ✓ C.E. Payton
Resident Engineer C.E. Payton recommends
DH
AK

8263 C-75 I-5

BALDOCK SAFETY REST AREA

Expansion

The need for expansion was determined by the buildup of use, making the facilities inadequate to handle the rest area users. A study was made to determine the extent of parking and number of facilities to be added.

ADT was projected to 1986 according to the criteria set forth on, "Expansion of Interstate Safety Rest Areas," in FHWA memorandum of November 18, 1986, which is 20 years from the basic FAI construction authorization.

The Design Guide for Interstate Safety Rest Areas shows the need for 119 cars and 79 trucks. The actual number of parking spaces is Northbound; 130 cars and 81 trucks, Southbound; 125 cars and 83 trucks. The reason for the variance from design guide criteria is due to the configuration of parking areas.

Several different designs were tried that would fit into the area and provide ample parking spaces based on the design guide.

One improtant thing that has been considered from the beginning was to keep the original parking and entrance and exit ramps intact with as little disturbance as possible.

Last year a contract was let to connect the rest area to the city of Wilsonville sewer system. This was probably the biggest hurdle to overcome because it would be impossible to provide septic tanks and enough area for drainfields. Potable water is also provided by city of Wilsonville.

Baldock Safety Rest Area is probably the highest used rest area in the state. Planning for expansion was started about three years ago. It was improtant to save as much of the existing vegetation as possible.

The following is a comparison of the different areas:

Southbound

Total area 42.1 acres	
Parking, entrance & exit ramps	338,360 Sq. Ft.
Walks & Courtyard	59,425 Sq. Ft.
	397,785 Sq. Ft. = 9.1 Acres = 21%
Planting Beds	87,120 Sq. Ft. = 2.0 Acres = 5%
Lawn Areas	424,614 Sq. Ft. = 9,7 Acres = 23%
Areas left in native state	21.3 Acres = 50%

Northbound

Total Area 44.3 acres	
Parking, entrance & exit ramps	335,878 Sq. Ft.
Walks & Courtyard	66,735 Sq. Ft.
	402,605 Sq. Ft. = 9.2 Acres = 20%
Planting Beds	69,696 Sq. Ft. = 1.6 Acres =3.4%
Lawn Areas	304,539 Sq. Ft. = 7.0 Acres = 16%
Areas left in native state	26.5 Acres = 60%

I-5

FORM 81-734-3030

8263

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 2, 1975

14,

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Baldock Safety Rest Area
Pacific Highway
Clackamas County

TO: E. S. Hunter
Assistant State Highway Engineer

Attached are prints of two plan sheets on the subject rest area. We have prepared three estimates for various phases of the project in relation to the colored areas.

The green areas depict the proposed revisions to the existing rest areas and include landscaping, building expansion, drinking fountains, etc. This is estimated to cost $350,000.

If we do the green areas plus the yellow portion which is about two thirds of the original job it will cost about $1,996,000. This provides better than half the originally proposed additional parking.

If we add the blue area to these two we come up with the total original job amounting to $2,875,000.

This is sent to you for whatever action you wish to take.

DNS:we
Attachments

RECEIVED
APR 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

10

Section Road Light Int Ave.

Highway Prop

County Contra Costa

Kind of Work Gr. Str., Pave & Incid.

Prefix 62-109.0

CONCURRED
FAT

Project Allotment $ 2870,900

Project Length

Completion Time June 30, 1977

FA Project No. I-5-5(64)287

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 2,531,812.50 ~~2,527.50~~

Anticipated Additional Items:

Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1000.-	
Stage Construction Striping	500.-	
Temporary Erosion Control		
Install Truck Scale Mechanism	1000	
~~Truck Scale House~~ T.E. to Existing Wells		
Install Temporary Traffic Signals	15000.-	
Install Water Meter		23,500.00
~~Furnish Water~~		~~2,500.00~~
~~Laboratory Fees~~ Building Permits	Unknown	+8+00
Furnish Mail Box Posts	2000.-	
~~Pipe Bedding Materials~~ Sack for dist under roadways		
On the Job Trainees	3000.-	
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Adjust Utilities		

$ 2,555,312.50

Contingencies (4-1/2%) 114,989.06

Engineering (8 %) 204,425.00

TOTAL $ ~~2,874,726.56~~

Credit for . . . . . /

Estimated Net Authorization, Construction . . . . . $ 2,874,726.56

J. H. Welter 7 (2)

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF 4 SHEETS

BALDOCK SAFETY REST AREA
PACIFIC HWY
CLACKAMAS COUNTY

Rev of 3-28-75

Item No.	ITEM	Unit	Quant	Unit Price	Amount
1	Mobilization	All Specified			$30,000
2	Temporary Protection & Direction of Traffic	All Specified			1,000
3	Temporary Signs	Sq. Ft	240	9.00	2,160
4	Temporary Barricades	Each	8	125.00	1,000
5	Flagmen	Hours	30	12.00	360
6	Clearing & Grubbing	All Specified			8,500
7	Removal of Structures & Obstructions	All Specified			5,000
8	General Excav.	Cu. Yd.	16,500	3.00	49,500
9	Trench Excav.	Cu. Yd.	9800	10.00	98,000
10	Finishing Roadbed & Slopes	All Specified			5,000
11	Watering	M-Gal	175	5.00	875
12	Lime Treated Subgrade	Sq. Yd.	36,300	0.55	19,965
13	Lime for Treated Subgrade	Ton	410	55.00	22,550
14	Cement Treated Base Mix	Ton	17,250	6.00	103,500
15	Portland Cement in CTB Mix	Ton	950	55.00	52,250
16	Asphalt in Seal	Ton	31	85.00	2,635
17	Class "B" or "C" Asph. Conc. Mix	Ton	5,300	8.25	68,475
18	Asphalt Cement in Mix	Ton	540	90.00	48,600
19	12" Culvert Pipe	Lin. Ft	550	7.50	4,125
20	12" Storm Sewer Pipe	Lin Ft	3000	7.50	22,500
21	15" Storm Sewer Pipe	Lin Ft	420	9.50	3,990
22	18" Storm Sewer Pipe	Lin. Ft	1950	11.25	21,938
23	21" Storm Sewer Pipe	Lin Ft	2540	15.00	38,100
24	24" Storm Sewer Pipe	Lin Ft	3110	17.25	53,648
25	2" C.I. San Sewer Pipe	Lin Ft	1700	2.75	4,675
26	4" C.I. San. Sewer Pipe	Lin. Ft	440	4.75	2,090

Form E-49

OREGON STATE HIGHWAY DIVISION

BALDOCK SRP

TABULATION SHEET

SHEET 2 OF 4 SHEETS

Item No.	ITEM		Unit	Quant.	Unit Price	Amount
27	5" C.I. San. Sewer Pipe		Lin Ft	820	5 75	4,715
28	6" San. Sewer Pipe		Lin Ft	110	5 00	550
29	8" San. Sewer Pipe		Lin. Ft	300	6 00	1,800
30	4" P.V.C. Sewer Pipe		Lin Ft	600	4 75	2,850
31	Extra for Pipe Under Pvmt		Lin Ft	650	12 00	780
32	Inst 24" Pipe Under Hwy		Lin Ft	80	115 00	9,200
33	Concrete Manholes		Each	32	700 00	22,400
34	Concrete Inlets, Type G-1		Each	21	350 00	7,350
35	Concrete Inlets, Type CG-1		Each	13	375 00	4,875
36	8" Diam Pipe		Lin Ft	50	5 50	275
37	Type 2 Fence		Lin Ft	8,720	2 00	17,440
38	Concrete Curbs		Cu. Yd	412	85 00	35,020
39	Paved Culvert End Slopes		Sq. Yd	40	6 00	240
40	Loose Riprap, Class 100		Cu. Yd	60	20 00	1,200
41	Concrete Walks		Sq. Yd.	8,000	10 00	80,000
42	Exposed Aggregate Conc Walks		Sq. Yd.	1,900	13 00	24,700
43	Conc Mowing Strip		Lin Ft	4,100	2 50	10,250
44	Picnic Tables		Each	32	900 00	28,800
45	Drinking Fountains		Each	12	800	9,600
46	Litter Receptacles		Each	40	250	10,000
47	Sand Urns		Each	8	150	1,200
48	Park Benches		Each	8	250	2,000
49	Sanitary Stations		Each	2	4,800	9,600
50	5000 Gal. Septic Tank		Each	1	5,000	5,000
51	Planting Seeding & Mulching		Acres	30	600	18,000
52	Furnishing & Planting Trees		Each	320	40	12,800

SP*52586-734

OREGON STATE HIGHWAY DIVISION

BALDOCK S.R.A.

TABULATION SHEET

SHEET 3 OF 4 SHEETS

Item No	ITEM			Unit	Quant.	Unit Price	Amount
53	Furnishing & Planting Shrubs			Each	4,100	8.00	32,800
54	Furnishing & Planting Vines			Each	10,000	0.80	8,000
55	Bark Mulch			Units	80	60.00	4,800
56	Sod Lawn			All Specified			100,000
57	Irrigation Systems			All Specified			120,000
58	Stone Masonry Planters			Each	1	3,200	3,200
59	Remodel Existing Planters			Each	2	1,500	3,000
60	Type S Toilet Bldg.			Each	2	45,000	90,000
61	Remodel Existing Toilet Bldg.			Each	2	18,000	36,000
62	Water Control Building			Each	2	10,000	20,000
63	5,000 Gal. Underground Res.			Each	2	15,000	30,000
64	Drilling Wells 0-100' Deep			Each	2	1,000	2,000
65	Drilling Wells 100-150' Deep			Lin. Ft.	100	11.00	1,100
66	Drilling Wells 150-200' Deep			Lin. Ft.	70	12.00	840
67	Furnish & Install 10" Casing			Lin. Ft.	370	8.00	2,960
68	Furnish & Install Well Screen			Lin. Ft.	70	50.00	4,000
69	Well Development Work			Hours	40	20.00	800
70	Pumping Tests			Hours	20	30.00	600
71	Standby Time			Hours	40	12.00	480
72	Well Siphon Flushing Tools			All Specified			4,500
73	Well Logging			Each	2	1,450	2,900
74	Well Pumping	Installation		Each	2	7,500	15,000
75	Water Control	Bldg. Mech. Eqp.		Each	2	2,500	5,000
76	Water Control	Bldg. Elec. Eqp.		Each	2	1,750	3,500
77	Water	Pipe Lines		All Specified			20,000
78	Electrical Distribution			All Specified			50,000

Form E-46

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 4 OF 4 SHEETS

BALDOCK S.R.A

Item No		ITEM			Unit	Quant.	Unit Price	Amount
79	Illumination	Installation			All Specified			110,000
	Subtotal							1,753,561
Permanent	Signing							600
Permanent	Pavement Striping							400
Temporary	Erosion Control							700
Tie in	Existing Wells							12,000
Building	Power							1,200
Jack	Conduit Under Roadway							3,000
On the Job	Trainees							2,400
	Subtotal							1,773,861
Contingencies	(4½%)							79,824
Engineering	(8%)							141,909
								1,995,594

South bound Total $186,053.00 ±
North Bound Total 145,357.00 ±
$331,410.00
Sewer & Water $264,000.00
(Already done)

SHEET ..... OF ..... SHEETS

Area	7' Bench	Drinking Ft	Remodel Wash.	Rest Room	Remodel Bldg.				
	1	2	1	1	1	Trees	25	40.00	1000
						Shrubs	682	8.00	5512
						Sod/Lawn	63,820	0.25	15955
					Walks	Broom	12135	1.00	21,350
					Walks	Fin Trowel	360	13.00	4680
					Tables		8	900.00	7200
					Lithonia		8	250.00	2000
					7' Bench		1	250.00	250
235	.72		169.20		Dr Fountains		2	800.00	1600
2740	.80		2192.00		Flag Pole		1	1500.00	1500
1280	.90		1152.00		Ped Ramp.		1	1500.00	1500
810	1.08		1458.00		Remodel Bldg.		1	18000.00	18000
500	1.40		700.00		Bath Bldg.	Units	13	60.00	780
680	3.10		2108.00		Irrigation		1		25000
65	2.00		130.00						
240	4.50		5580.00					Total $	106,327
43	9.00		387.00			Water control Bldg			10000
35	12.00		420.00			Pedestrian			15000
69	14.00		3766.00			Walls			9750
2	115.00		130.00			Water Control Bldg	Hydraulics		2500
4	140.00		3360.00			" "	" Electric		1750
4	30.00		420						
			1700.00						
			1300.00			Illumination	9		
1		Total	24,946.00					Total $	145,357

Form B-147

OREGON STATE HIGHWAY DIVISION

COLUMNAR TABULATION SHEET

Bullock Safety Rest Area

East of Interchange Existing SRA

North bound

	Shrubs	Trees	Sod Lawn	Walks Sq. Ft.	Walks Lin. Ft.	Header	Tallies	4 Tallies Rec	7 Bench
	113	25	3240	14217	13238	66	8	8	1
	90 141		8110 5580						
	45 43		7290 3363						
	43 28		6570						
	60 124								
	12		6382						
	689								
	Sheet 1								
	1/2	3/4	1	1 1/4	1 1/2	2 1/2	1 1/2" Pipe	235	.72
	640	2040	1490	1670	665	860	3/4" Pipe	2740	.80
Minus	405	300	210	360	165	180	1" Pipe	1280	.90
	235	2740	1280	1310	500	680	1 1/4" Pipe	1310	1.08
Valves	2 -	2 1/2"					1 1/2" Pipe	500	1.40
	1 -	1 1/2"					2 1/2	680	3.10
							2" Pipe	65	2.00
							3" Pipe	1240	4.50
					Shrub	Bed Risers		143	9.00
					Hi	Pop Shrub	Heads	35	12.00
					Pop	Up Nozzle	Irrigation	269	14.00
						1 1/2" Valves		2	115.00
						2" Valves		24	140.00
						Quick Coupling Valves		19	30.00
					Controllers				
				15692	Sq Ft Shrub Beds				
				26.15	= 13 Units Sound -				

Form B-147

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Bridge Site Rest Area

South bound

	Shrubs	Trees	Sod Lawn	Walks Broom	Walks Hand Asph	Planter Wall	Tables	Litter Receptacle	7' Bench
	536	1-1	205204	13785	3375	1	7	10	1
	1/2" Pipe	535	.72				18 Controll.		170
	3/4" Pipe	2990	.80				12 "		1300.
	1" Pipe	1550	.90						3 3490 00
	1 1/4" Pipe	2000	1.08						
	1 1/2" Pipe	1480	1.40						
	2" Pipe	30	2.00						
	2 1/2" Pipe	870	3.10						
	3" Pipe	1760	4.50						
Shrub Nozzle Risers		85	9.00						
H. Pop Shrub Heads		21	12.00						
Pop up Non Percolation		118	14.00						
Rotary Pop Up		137	6.00	30240.00			16418 Sq Ft Shrub Area		
1 1/2" Valves		10	115.00	1150.00			2736 = 14 Units Sprk Hd		
2" Valves		15	140.00	2100.00					
Quick Coupling		9	30.00	2700.00					
				36190.00					

SHEET ..... OF ..... SHEETS

	1	2		1	1	2550			
					Trees		14	40.00	560.00
					Shrubs		536	8.00	4288.00
					Sod Lawn		205,200	0.25	51300.00
					Walks Broom		1532	10.00	15320.00
					Walks Hand Aug.		375	13.00	4875.00
					Toilets		7	900.00	6300.00
					Litter Receptacles		10	250.00	2500.00
					7' Bench		1	250.00	250.00
	36190.00				Dr. Fountains		2	800.00	1600.00
	17000.00				Playfield		1		3200.00
	1300.00				Pool Area				1500.00
	3490000				Parking Lot				19000.00
					Bike Racks		14	60.00	840.00
					Irrigation				36490.00
						Total		$	147,023.
					Water Control Valve				10000.00
					Reservoir				15000.00
					Walks				470.00
					Water Control Valve				2500.00
					" " "				1750.00
Shrub Areas.									
with Bark mulch									
					Allowance				
								Total $	186.053

Robert W. Straub
XXXXXXXXXX

March 25, 1975

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Baldock Safety Rest Area
Refer to: 1041DB.2

The Baldock Safety Rest Area project was developed from the best design criteria available for this type of project. Alternate layouts have been considered for this site but only modest cost reductions were achieved if the same level of service is to be maintained.

Our Road Design Section has been assigned the responsibility for the re-evaluation of the proposed expansion. They will be contacting your office to establish a study team to evaluate possible alternates for downscoping of the safety rest area expansion proposal.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

JHV:jh js

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
J. H. Versteeg
Roy E. Olson

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 12, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project I-5-5(64)283
Baldock Safety Rest Area

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have received a copy of Mr. Hunter's March 11, 1975 memorandum to plan holders on the subject project in which you have withdrawn the project from the March 13, 1975 bid opening.

It would appear that an analysis should be made to reevaluate the overall design of this expansion with the thought of downscoping the proposal.

Please feel free to call on this office to assist you in any way to analyze a redesign of the facility.

G. L. Green

RECEIVED
STATE HWY ENGR
MAR 14 '75
REFER TO
FOR
FILE

3-18
Hunter
R/O mtg.
BJN

RECEIVED
MAR 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2263

R

FORM 81.7.14.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 25, 1975

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Baldock Safety Rest Area Expansion

TO: MEMORANDUM TO THE FILES

NOTED
E. S. HUNTER

It was suggested that the proposed expansion of the Baldock Safety Rest Area should be re-evaluated. Proposals for downscoping this project were considered at a meeting in this office on March 24, 1975.

The present rest area site is well located, has an adequate water supply and sewage disposal facilities and, more importantly, has been approved by the DEQ and other interested agencies. The development of a rest area facility at another location along I-5 between Salem and Portland is not considered a feasible alternate to the expansion of the present rest area. Of the downscoping suggestions reviewed, only modest cost savings could be achieved which were out of proportion to the reduction in the level of user service. The only significant cost reductions that could be achieved is to substantially reduce the size of the proposed rest area expansion. A second alternate would be to develop peripheral parking around the rest room facilities similar to a shopping center complex.

It was the consensus that the present proposal is not out of line cost wise when the benefits to the users are considered. There was some discussion as to what level of service we should be trying to provide - this appears to be largely a matter of personal opinion.

Depending on funding, agency policies, external influences, etc., it is suggested that the Baldock Safety Rest Area be expanded as planned. Present were Bob Ellison and Gordon Ballard of the Bridge Section; Glenn Hossner and Paul Riedl of the FHWA; Roy Olson, Landscaping; A. D. Olson and D. N. Stoudenmeyer, Preliminary Design; and Frank Terpin and J. H. Versteeg.

JHV:jh
cc: Federal Highway Administration
E. S. Hunter
Walt Hart
Roy Olson

RECEIVED
MAR 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8263 2-27-75 R

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-5(64)283

STATE PROJECT NO. BALDOCK SAFETY REST AREA

COUNTY NAME CLACKAMAS

PROGRAM STAGE (Check) [ ] 1. [X] 2.

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. I-794

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 3 '75
REFER TO Hunter
FOR

Insto	Inves	R/D	D/R	Sign	Act	
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
FEBRUARY 19, 1975	FEBRUARY 19, 1975	INTERSTATE ROUTE 5	PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION: 20 MILES SOUTH OF PORTLAND, OREGON

NOTED E. S. HUNTER

GENERAL DESCRIPTION OF WORK: AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH PERMANENT SIGNING AND PAVEMENT STRIPING IN THE AMOUNT OF $1500; TEMPORARY EROSION CONTROL $1000; ON THE JOB TRAINING $4000; BUILDING PERMITS $2000 AND TIE IN EXISTING WELLS $12,000.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify)

PERMANENT SIGNING AND PAVEMENT STRIPING	$1,500
TEMPORARY EROSION CONTROL	$1,000
ON THE JOB TRAINING	$4,000
BUILDING PERMITS	$2,000
TIE IN EXISTING WELLS	$12,000

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S FEBRUARY 14, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

3-3-75
ORIGINAL TO
L. W. Rulien
Wiatt.

RECEIVED
MAR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-27-75	Vernon E. Capps	DIVISION ENGINEER

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

8263

TRA 7

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE November 20, 1974

TO J. H. Versteeg
Road Design Engineer
ROAD DESIGN SECTION

ATTENTION:
Don Stoudenmeyer

FROM L. E. George
Traffic Engineer

SUBJECT Baldock Safety Rest Area
I-5
Clackamas County

We have reviewed the proposed design of the northbound Baldock Safety Rest Area.

Our only comment concerns the location of the large loop. This design requires that all trucks and cars using the large loop pass twice through either the car or the truck parking area, which is undesirable. More important, the end of the large loop enters the freeway exit at a point close enough to the freeway to constitute a safety hazard. Trucks leaving the large loop would be required to stop before crossing the freeway exit, so it would require a fairly long period of time to complete the crossing. Vehicles leaving the freeway at high speeds would be in conflict with this crossing movement.

TL:kw

Attachment

RECEIVED
ROAD

What do you think?
Please return to D. Henderson-L
11/13/74 -

11V-2

BALDOCK SAFETY REST AREA
INTERSTATE 5
CLACKAMAS COUNTY

NO. ROAD	MAP	NO. SHEETS	PROJ. NO.
10	OREGON		

NORTH BOUND UNIT

GENERAL PLAN &
PARTIAL TREE PLANTING PLAN

SCALE IN FEET
0 50 100 200 300 400

Proposed
Design

DESIGNATED PLANTING AREAS

UNIT 1: DEVELOPMENT PLAN SHT NO
UNIT 2: DEVELOPMENT PLAN SHT NO
UNIT 3: DEVELOPMENT PLAN SHT NO

TREE LEGEND

NOTE: LOCATION OF TREES TO BE PLANTED OUTSIDE OF PARKING AREA WILL BE STAKED IN FIELD.

	TOTAL
DOUGLAS FIR	45
SUGAR MAPLE	97

Access Control Line
R/W-7
NORTHBOUND
SOUTHBOUND
640
645
6 DW1
6 DW2
S 3°30'34" W
S 3°30'34" W
S 3°30'34" W
R/W ℄
S 12°50'W
S 12°50'W
13S, R.
FOOTRIDGE
GRADED
Remove Sloped End Section
Const Type U-2MA Inlet
18" CMP - 105' (in pl)
Extend - 10' LF
1 EA. 1 CY
CONC WALK
LAWN
PICNIC TABLES
EXIST PLANTING
PARKING
TRAVEL INFO CENTER (BY OTHER)
EXISTING PLANTING
TRUCK PARKING
R/W LINE
S 3°30'W
CONST ℄ (IN BD)

I-5

9-30-74

Hal

Defer this project until

1- It can be "downgraded" to get available funding or

2- More I funds become available

ESH

Also be sure the info flows
fits the T.I.C. proposed installation.

Section Baldock Safety Rest Area

Highway Pacific

County Clackamas

Kind of Work Grading, Paving & Facilities

Prefix 624-1979-921

BEN GIFFORD 7-16-14
FAI

Project Allotment $ 2868,200

Project Length

Completion Time June 30, 1977

FA Project No. I-5-5(64)281

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 2,531,427.50

Anticipated Additional Items:

Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	1000 –	
Permanent Pavement Striping	500 –	
Stage Construction Striping		
Temporary Erosion Control	1000	
Install Truck Scale Mechanism		
~~Truck Turnaround~~ Use Existing Mills	15000 –	
Install Temporary Traffic Signals		
Install Water Meter		
~~Furnish Water~~ Connection Charges		
~~Laboratory Fees~~ Building Permits	1600 –	$ 18100
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees	2000 –	
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Adjust Utilities		

$ 2,549,527.50

Contingencies (4-1/2%) 114,728.74

Engineering (8 %) 203,962.20

Credit for _____ TOTAL $ _____

Estimated Net Authorization, Construction . . . . . $ 2,868,218.44

J. H. Wentz

R

TRANSACTION NUMBER 4-6

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-29-74

BY (Signature): L. W. RULIEN'S AUGUST 21, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 794 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
794	I-5-5(64)283	0.0	2,800,000	2,580,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
BALDOCK SAFETY REST AREA CLACKAMAS COUNTY – STATE OF OREGON.	REST AREA EXPANSION

RECEIVED
STATE HWY ENGR
SEP 3'74
REFER TO
FOR
Hwy | Pvmts | Bdg | DIR | Sign | Act | File

NOTED
E. S. HUNTER

REMARKS (Division)

ORIGINAL TO
L. W. Rulien
9-4-74

RECEIVED
SEP 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-29-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8-29-74

2863

8263

I-5

FORM E-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon

DATE 8-26-74

TO Gordon Ballard
Bridge design

FROM Warren Mueller
Resident Engineer Warren Mueller

SUBJECT Baldock Safety Rest
Area Expansion Electrical power

On fri. Aug, 23 I met with Pete Perrine(PGE)Paul Riedl (FHWA) Jack Cartwright, and Jim Valentine (OSHD) at the rest area.

Power service to the North bound expansion area was discussed. Mr. Riedl ruled out an overhead power line along the east side of the freeway. Power will come from the existing power source on the south baund side underground to the north side.

P.G.E. will furnish the conductors from the pole to the transformer station and install the transformer, which will be a dry above ground mounting.

The STATE will furnish Steel conduit with weather head on the pole a minimum of 4inch conduit under the Freeway and a trench a minimum of 3 feet deep for the direct burial cable and a transformer pad 4'x4'x4"

Swenson → The States work should be made a part of the contractors work in connection with the electrical installation..

PGE would like to know your voltage requirements. ie, 120-208- volts

240 -480 volts and the phase

cc; Region Fredrickson
FWHA Riedl
Cartwright
Valentine
C. Swenson ✓

1 ✓ Mueller
A. Olsen
3 Terpin T
Scott
1 Swenson
R. Olson
Trout

RECEIVED
AUG 28 1974
ROAD DESIGN

Action Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

8263

Salem, Oregon

August 26, 1974

C. O. Fredrickson, Region II Engineer

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg, Road Design Engineer

Baldock Safety Rest Area
Pacific Highway

We have reviewed the proposed animal exercise area and the use of concrete picnic tables on the proposed Baldock Safety Rest Area project. The animal exercise area will not be included in the plans for this project. The choice of the picnic tables to be used in the rest area is being left up to Roy E. Olson, Landscape Engineer.

JHV:jh
cc: F. T. Lacey
R. E. Olson

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 26 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

MAI 11

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

August 5, 1974

TO Ted Litchfield
Regional Operations Engineer

FROM F. T. Lacey
District Engineer F. T. Lacey

SUBJECT Baldock Rest Area

I have reviewed the plans for the construction and revision of the Baldock Rest Area. I have the following comments:

(2)

An animal exercise area should be designed on the plans with a sawdust trail and sawdust ground cover. The trail should lead directly from the parking area.

A Maintenance Storage Building should be constructed on the South Bound side and should be approximately 24' x 24'.

Both sides has a storage building over the reservoir
The storage buildings will be constructed even if the reservoir is deleted

In the revision of the old area the drinking and faucet drains should be tied to the new storm sewer. They should break a hole in the bottom of the old septic tanks and a vehicle turn-around should be constructed so that maintenance vehicles can circle the new area.

This will be taken care of

vk

As far as an animal exercise area for use of all animals including horses is something we have steered clear of. What is the opinion of the top boys?

T F L

8263

R/

August 21, 1974

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate project.

Item No.	Project No.	Section Name & PNRS No.
794	I-5-5(64)283	Baldock Safety Rest Area No. 7210-2-580

Enc.

cc: D. E. Swan
B. L. Gifford
JG:bz

-263

R

August 21, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulion
Project Management Engineer

SUBJECT Program Data Submission
Project I-5-5(64)283

We are submitting program data for one Interstate project, Item No. 794, Project No. I-5-5(64)283, "Baldock Safety Rest Area", (expansion of existing northbound and southbound facilities), which we desire to have included in the Federal-aid Interstate Highway Program.

Information relative to the requirements of PPM 90-1, IM 50-1-70, and PPM 20-8 has been previously furnished under our leter of January 18, 1973, Subject "Location/Design Approval, Baldock Safety Rest Area Expansion".

Enclosures.

JG:bx

Budget Bureau No. 41-R2067; Appr

U.S. DEP
BU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

August 21, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 I-5, Baldock Safety Rest Area 65	ADT	PRESENT 27,000	FUTURE (66) 50,000	YEAR (70)(71)(72) 94	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Safety Rest Area Expansion 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	[illegible]	[illegible]	[illegible]	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 I - 22 NUMBER 7 5-5 SE
CARD 4	CLASS OF FEDERAL FUNDS Interstate	NAME OF URBAN AREA 17-31 - -					COUNTY NAME Clackamas		CODE 005 (14)(16)
							ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)(37) U.S. I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1415)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-5, Baldock Safety Rest Area approx. 1 mile S. of Wilsonville					
5					ROW							
5					CONST (CODE) Y021 Y022		"Baldock Safety Rest Area"	0.00	2,800,000	2,580,000	220,000	
							PROJECT TOTALS	0.00	2,800,000	2,580,000	220,000	

(18) (23)(24) (33)

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Additional Data: Items 128 and
I-5-5(11) 283, and (62), respect

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

August 21, 1974

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, Baldock Safety Rest Area	ADT	27,000	50,000	94	10	Oregon	41	042	794

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Area Expansion				I -	5-5	(64)	283	

FUNDS: Interstate

AREA: - -

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, Baldock Safety Rest Area approx. 1 mile S. of Wilsonville						Expansion of N. Bd. & S. Bd. rest area facilities consisting of const. of add'l. circulatory rds., parking areas, comfort & convenience facilities landscaping, irrigation systems, illum. & other incidental work common to this type of project. ROW- 300' min.; Access Control- full; Parking Restrictions- complete.
ROW								
CONST (CODE) Y021 Y022		"Baldock Safety Rest Area"	0.00	2,800,000	2,580,000	220,000		
		PROJECT TOTALS	0.00	2,800,000	2,580,000	220,000		

ESTIMATED PROJECT COST BY PHASES

APPROVED BY

FHWA APPROVAL DATES

REMARKS

Additional Data: Items 128 and 743; Projects I-5-5(11) 283, and (62), respectively.

(-OVER-)

USCOMM-DC 40809-P61

BALDOCK SAFETY REST AREA

PROJECT NO. I-5-5(64)283

Remarks continued:

Project Data: The proposed project is for expanding the facilities of the existing northbound and southbound rest areas with the work consisting of construction of additional circulatory roads, parking areas, toilet facilities, landscaping, illumination, irrigation water supply system, irrigation system, picnic facilities and other incidental work common to this type of motorist service.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA on December 14, 1972.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval dated November 20, 1972 and December 6, 1972, respectively, were previously furnished with our January 18, 1973 letter of request for location/design approval for the "Baldock Safety Rest Area Expansion".

Public Hearings: None required under paragraph 6c of PPM 20-8.

Location/Design Approval: Granted by FHWA under memorandum dated February 1, 1973.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) Aurora Flight Strip lies south within two miles of the project, but the proposed work will not cause any conflict with the operation of the airport.

(3) The project is in Congressional District No. 2.

Data for PR-37:

On ROW-1; ROW-F; Sanitary Facilities - Y.
Type Code Y021; Safety Rest Area - - - - - - - $1,800,000
Type Code Y022; Comfort & Convenience
Facilities - - - - - - - - - - - - - - - - - - $1,000,000

8263

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: MAI 11

INTER-OFFICE CORRESPONDENCE

August 5, 1974

Salem, Oregon

FROM: for T. W. Litchfield
REGION OPERATIONS ENGINEER

SUBJECT: Plan Revision Suggestions
Baldock Safety Rest Areas
Pacific Highway
Clackamas County

TO: J. H. Versteeg
ROAD DESIGN ENGINEER

In response to your telephone request I have asked our District Engineer, F. T. Lacey to review the proposed plans from a maintenance viewpoint. You will find attached a copy of his letter dated August 5, 1974 in which he outlines several items.

In addition he has suggested that maintenance costs could be reduced by reducing the amount of sod lawn and allowing some of the area to remain in native state, thus requiring less frequent mowing. In the landscaped areas, if a ground cover type growth were planted once it is established it would require much less maintenance than if open shrubs were planted. Although no details were shown on the picnic tables we suggest that they be constructed out of concrete since this is much more resistant to vandalism than a wood table or a wood table covered with fiberglass.

If you have any further questions please call Mr. Lacey or myself.

TWL:lb

1 W
2 T
3 [illegible]
4

REFERRED TO

W.E.C. Cole Reed
Eriksen Sample
Hager Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

ROADSIDE SEEDING

COUNTY ROAD

UNIT 3

PICNIC TABLES

CAR PARKING

TRUCK PARKING

PEDESTRIAN RAMP

PROPOSED TOILET BLDG. & COURT DEV.

SOD LAWN

EXSTG. TREES CLEAR & GRUB UNDERGROWTH

SOD LAWN

ROADSIDE SEEDING

EXSTG. TREES CLEAR & GRUBS UNDERGROWTH

R/W LINE

SANITARY DUMP STA.

ROADSIDE SEEDING

R/W LINE

EXISTING PLANTING

BALDOCK SAFETY REST AREA INTERSTATE 5 CLACKAMAS COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

NORTH BOUND UNIT

GENERAL PLAN

SCALE IN FEET

0 50 100 200 300 400

DESIGNATES PLANTING AREAS

UNIT 1: DEVELOPMENT PLAN SHT. NO.
UNIT 2: DEVELOPMENT PLAN SHT. NO.
UNIT 3: DEVELOPMENT PLAN SHT. NO.

X: SHRUB AREAS TO BE REMOVED

UNIT 4
10' PCC WALK W/RDWD HEADER BOARDS
EXSTG TOILET BLDG. & PROPOSED COURT DEV.
SIGN & INFORMATION SHELTER (BY OTHE
PICNIC TABLES

EXSTG. INFO. SHELTER

— EXSTG. PLANTING —

TRUCK PARKING

EXSTG. GROVE OF STATE TREES

CAR PARKING

EXSTG TREES

RESERVIOR BLDG.

SOD LAWN

SOD LAWN

NATIVE GROWTH

UNIT 5
PEDESTRIAN RAMP

TOILET BLDG. & COURT DEVELOPMENT

8' PCC WALK W/ RDWD HEADER BOARDS

TRUCK PARKING

CAR PARKING

EXSTG TREES

- EXSTG. TREES -
CLEAR & GRUB
UNDERGROWTH

R/W LINE

— ROADSIDE SEEDING —

SANITARY DUMP STA.

— ROADSIDE SEEDING —

— COUN

BOARDS
POSED COURT DEV.
SHELTER (BY OTHERS)

BALDOCK SAFETY REST AREA INTERSTATE 5 CLACKAMAS COUNTY			
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		

SOUTH BOUND UNIT

GENERAL PLAN

SCALE IN FEET
0 50 100 200 300 400

R/W LINE
EXSTG. TREES
R/W LINE
RESERVOIR BLDG.
SOD LAWN
UNIT 6
CAR PARKING
TRUCK PARKING
PICNIC TABLES
8' PCC WALK W/RDWD HEADER BOARDS
TOILET BLDG. & COURT DEV.
PEDESTRIAN RAMP
ROADSIDE SEEDING
Pet Exercise Area
COUNTY ROAD

▭ DESIGNATES PLANTING AREA
UNIT 4: DEVELOPMENT PLAN SHT NO
UNIT 5: DEVELOPMENT PLAN SHT NO
UNIT 6: DEVELOPMENT PLAN SHT NO

I-5

DEPARTMENT OF COMMERCE

BUILDING CODES DIVISION

617 CHEMEKETA STREET NE • • SALEM, OREGON • • 97310

1 August 74

Walter J. Hart
Bridge Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Sewer Sizes and Grades
Baldock Safety Rest Area
I-5, Pacific Highway
Clackamas County

Dear Mr. Hart:

I have checked the proposed plans for the Baldock Rest Area. The plan sized piping has been reduced.

Due to the nature of the installation in connection with the means of flushing the system, it would be more likely to reduce the line sizes as shown; this method would have a more hydraulic cleaning method and would create less maintenance on the horizontal lines.

Sincerely,

Gary L. Hawk
Chief Plumbing Inspector

GLH:dw

Enclosure: Revised Sewer Profile

REFERRED TO

W.E.G. Cole Reed
Eriksen Sample
Heger Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

NOTED
G. J. BALLARD

RECEIVED
AUG 2 1974
BRIDGE DIVISION

Profiles Returned
To Ballard 8/5/74
W.E.G.

8263

I5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 1, 1974

TO MEMORANDUM TO THE FILES

FROM W. E. Cole
W. E. Cole, Design Team Leader

1 Verstegen J
A. Olson
2 Terpin T RECEIVED
Scott
3 Svenson
R. Olson
Trow
ROAD DESIGN SECTION
Bridge
Other

SUBJECT Baldock Safety Rest Area
Pacific Highway
Clackamas County
(Design Review)

A design review meeting was held in Region II July 30, 1974 on the subject project.

In attendance were:

G. W. Wimer, Region II
Warren Mueller, Resident
Don Heyen, Bridge Section
Roy Olson, Road Design Section
Bill Cole, Road Design Section
Jerry Miller, Road Design Section
Merle Anderson, Road Design Section

Remarks:

1. Typical Section - It was agreed to increase the typical roadway slope to 0.03 ft./ft. from 0.02 ft./ft. on the parking areas that are assigned to automobiles only. This parking area is 20 feet wide and increasing this cross slope would decrease the ponding area that occurs at the gutter line during periods of heavy run off.

   The alternate curb bedding detail was discussed at some length--this detail calls for aggregate base to be placed under the Type "C" curb only as an optional method to be used for early construction of curbs. The specifications will state if the contractor elects to use this method of construction that the aggregate base material will be included in the cost of Type "C" curb. If he elects to place cement treated base under the curb then he will be paid for the C.T.B. as well as the Type "C" curb because both will be contract bid items.

2. Earthwork - The earthwork will be bid on excavation quantities only. The northbound rest area will have an excess of approximately 9,000 cubic yards which will be used as additional embankment to contour grade areas within the northbound rest area expansion. Contour grading plans will be prepared by the Landscape Unit for both rest areas.

3. Alignment - In the discussion of alignment it was discovered that because of the dump station location if a visitor to the rest area toured the complete area before deciding which location he preferred to park that there was no way for the touring visitor to return to the rest area loop without entering the freeway again and return to the entrance. It was decided by all that the best solution for this was to connect the loop to form a continuous circle. This will be added on the northbound rest area only. The southbound rest area dump stations location did not warrant this revision.

4. Signing - Roy Olson will prepare the permanent signing plans for the expanded areas.

5. Sub-excavation - The northbound rest area expansion crosses the existing disposal field that will be abandoned. If encountered during construction of the roadway across this area the specifications will indicate the disposition of this substandard material. The existing septic tanks will be abandoned with the bottom as well as the tops removed or broken up.

6. Landscape Plans - It was noted that many additions i.e. revisions have taken place since the grading plans were prepared. Roy Olson will supply up to date plans to the Road Design Section.

7. Sanitary Sewer - We have not heard from the D.E.Q. as to which design they will approve. Bridge Section's letter had not reached them in time to receive their confirmation.

8. Storm Sewer - The outfall runs of pipe will be increased to 21 inches from 18 inches and Class 100 riprap will line the immediate area (approximately 30 cubic yards) at the outlet of each system.

WEC:we
cc: To All Participants
Gordon Ballard

8263

ST.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 23, 1974

Mr. Patrick D. Curran
Administrator
Sewerage Works Construction Division
DEQ
1234 S. W. Morrison Street
Portland, OR 97205

REFERRED TO
W.E.G. Cole Reed
Eriksen Sample
Hager Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

Dear Mr. Curran:

Sewer Sizes and Grades
Baldock Safety Rest Area
I-5, Pacific Highway
Clackamas County

Enclosed is a revised sewer profile of the Baldock Safety Rest Area near Wilsonville on I-5. This sewer is an extension of the rest area sewer that has recently been connected into the City of Wilsonville sewer system.

We propose to use 4-, 5-, and 6-inch cast iron sewer pipes and flush tanks in the buildings because of the small flows and long distances between buildings.

As soon as we have your tentative approval, we will proceed with this design. Please return the profile sheet with your recommendations.

1 U
2 T-
3 R. Olson RED

Very truly yours,

Walter J. Hart
Bridge Engineer

GJB:dh
Enclosure

R. W. Ellison
Bridge Administration Engineer

cc J. H. Versteeg
R. F. Knapp

8063

OREGON STATE HIGHWAY DEPARTMENT

FORM E-220 (REV. 3-68)

TO: BOB KNAPP. BRIDGE SESIGN I-5

SUBJECT: BALDOCK SAFETY REST AREA

FROM: WARREN E. MUELLER, RES. ENGR.
P.O. BOX 272
WOODBURN, OREGON 97071

DATE: JULY 17, 1974

Enclosed is a copy of a graph showing the position of the sewer crossing I-5 at Sta. 641+30±. Before you consider a flushing unit, City of Wilsonville should be contacted. The system is working now. Will a flushing unit overload the wet well pump?

1 Versteeg U
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 18 1974
ROAD DESIGN

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Warren E Mueller
(SIGNATURE)

PLEASE REPLY HERE

REFERRED TO

WEG Cole Reed
Eriksen Sample
Heger Watson
Return ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

(DATE) (SIGNATURE)

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED. FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY, DETACH CARBONS AND RETURN SHEET 3 TO SENDER. RETAIN SHEET 1.

1

8263

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 8, 1974

Salem, Oregon

FROM: Robert F. Knapp
Designer

TO: Memorandum to the Files

SUBJECT:

Baldock Safety Rest Area
I-5, Br. No. 9200B
Clackamas County
Irrigation Water Supply Deficiency

The Landscape Section has designated a peak irrigation season daily water requirement of 59,233 gallons for the rest area N.B. unit and 68,411 gallons for the S.B. unit. The proposed irrigation scheduled pumping rate is 120 gpm in each rest area unit. This results in an 8 1/4 hour automatic irrigation schedule in the N.B. unit and a 9 1/2 hour automatic irrigation schedule in the S.B. unit. Lengths of these proposed automatic irrigation schedules are usually the maximum allowable without seriously disrupting public use of the rest area.

Capacity of the proposed 25,000-gallon reservoirs in combination with the allowable safe pumping rate on the existing wells will provide approximately 70% of the irrigation requirements.

It is not advisable to lengthen the irrigation schedules nor is it practical to increase reservoir sizes, therefore the water source yield should be increased by constructing an additional well or wells.

RK/ag

cc E. S. Hunter
J. H. Versteeg
C. O. Fredrickson
R. W. Ellison
G. J. Ballard
R. Olson

RECEIVED
JUL 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8263

I-5

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1974

To: J. H. Versteeg
Road Design Engineer
224 State Highway Building

SUBJECT: Baldock Safety Rest Area
Status of Expansion Project

Layout of the area is completed and development plans are about 60% complete.

Planting plans will include lawn areas, some planting of native shrubs and trees, plantings around the buildings and roadside seeding.

Plans for sprinkler system are underway. The irrigation system will use water from the existing wells with reservoir buildings similar to those used at Oak Grove. Potable water will be from the city source.

Road Design is working on design of roadways, parking areas, and sewer and water lines to the new buildings.

It is planned to use the rock and block buildings shown on the attached plan. The existing toilet buildings will need to be remodeled to conform with invalid use standards.

The following plans will be needed to complete the project:

Road Design - Roadways, parking areas and drainage. Sewer connections to the new buildings.

Bridge Department - Furnish plans for buildings. Plans for remodeling existing toilet buildings. Plans for reservoir and storage buildings, pumping for irrigation purposes. Electrical system and illumination plans. Dozing tanks for sanitary stations.

A check was made with Road Design and Bridge Department, and schedule date recommended is October 24, 1974.

Plans retained in Design Room W.C.C.

Roy E. Olson
Landscape Engineer

vmt

cc E. S. Hunter

REFERRED TO

WEC	Cole	Reed	
	Eriksen	Sample	
	Heger	Watson	
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

8263

Salem, Oregon

April 17, 1974

G. W. Wimer, Region II Construction Engineer
ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg, Road Design Engineer

Baldock Safety Rest Area Expansion
Pacific Highway
Clackamas County

Returned is correspondence from Frank Terpin to you along with prints of the subject project.

Roy Olson brought these to this office requesting that we study your suggested parking revision and come up with an answer. Your reversed truck parking proposal was checked with the Traffic Section and also with some known truck drivers. Apparently there is no problem with accidents using the original plan and the truck drivers stated they prefer the original plan which is in common use and does not require as many turning maneuvers. It seems that truck mirrors provide very adequate visibility for the present design. Your proposal might be difficult to sign and be understood by truckers as to the path to follow.

Your apparent thought involved in arriving at this possible revision is appreciated.

DNS:jh
cc: Roy Olson
Frank Terpin

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 17 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

5263

Salem, Oregon

March 11, 1974

C. T. Keasey, Construction Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

F. E. Terpin, Final Design Engineer

Baldock Safety Rest Area
Pacific Highway
Clackamas County
(Sanitary Sewer Revision)

A revision in the location of the restroom facility on the proposed Southbound Safety Rest Area Expansion makes an alternate sewer connection advisable.

Enclosed please find a copy of Sheet No. 5 of this project now under contract and a copy of the future expansion showing our proposed revisions.

Using the existing project unit prices we can realize an overall savings of $400.00± and provide a better grade line on the future eight inch sanitary sewer trunk line that will flow into manhole no. 11.

This has been discussed via telephone with Warren Mueller and he has indicated that the contractor has not constructed manhole no. 10 and 11 and a price agreement to cover this proposed revision would be appropriate.

If you concur please send the enclosed data to Warren Mueller.

WEC:we
Enclosure
cc: G. W. Wimer
W. E. Mueller
W. E. Cole

1 ✓ Versteeg
A. Olson
Terpin
Scott
Swenson
2 R. Olson REC
Trout

RECEIVED
MAR 1 1 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Received
Date
Return
Bring
Other

•8264 Ridge Rd & Pacific Hwy (Gear-197
• hart) Sec of Ft Stevens & Ore Hwy
• (Traffic signal installation)

C/A 5419 8-4-75

C/A 5420 8-4-75

8264

45

May 26, 1976

Seaboard Surety Company
90 William Street
New York, NY 10038

Gentlemen:

On May 25, 1976, we wrote to you concerning release of final payment on Contract No. 8264 awarded to L. K. Comstock & Co., Inc., for work on Ridge Road and Pacific Way in Gearhart on the Ft. Stevens and Oregon Coast Highways in Clatsop County.

Final payment on this contract is $1,739.39 and the total contract amount is $33,077.75. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc L. K. Comstock & Co., Inc.
136 West 9th Ave.
Albany, OR 97321

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8264

FORM 91-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Same	SECTION: Ridge Rd. & Pacific Way (Gearhart)	WEEK ENDING: March 12, 1976
	HIGHWAY: Oregon Coast	SECTION PREFIX: 4-0503
		COUNTY: Clatsop
CONTRACTOR: L.K. Comstock & Co., Inc.	KIND OF WORK: Traffic Signal	
DATE OF CONTRACT: Aug. 7, 1975	CONTRACT NUMBER: 8264	FEDERAL AID PROJECT NUMBER: State
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	DATE WORK STARTED: Dec. 8, 75	ESTIMATED COMPLETION DATE:
	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 197
PROJECT AUTHORIZATION: $ 39,733.79	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 36,263.59	ENGINEERING AUTHORIZATION $ 3,470.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 36,263.59	ENGINEERING COST TO DATE $ 2,988.26	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 86 %	DATE PROJECT WAS COMPLETED: March 5, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7	Clear	197		
MONDAY 8	Clear	197		
TUESDAY 9	Clear	197		
WEDNESDAY 10	Rain	197		
THURSDAY 11	Clear	197		
FRIDAY 12	Cloudy	197		
SATURDAY 6	Clear	197		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
MAR 15 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 7	No Work
MONDAY 8	Final project clean up and A/C patching
TUESDAY 9	No work for the rest of the week
WEDNESDAY 10	
THURSDAY 11	
FRIDAY 12	
SATURDAY 6	

REMARKS

Project completed March 5, 1976
Final inspection to be held March ~~29~~ 24, 1976

SIGNED Gareld Inloes LOCATION Astoria

Gareld Inloes

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

5

August 4, 1975

City of Hammond
City Hall
Hammond, Oregon 97121

5d

Attention: Howard Blankley
City Recorder

7/30/25

MISC. CONTRACTS and AGREEMENTS No. 54149

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the installation of a four-way flashing beacon at Fort Stevens Highway and Ridge Road in the City of Hammond.

We have retained a fully executed copy of the agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

FN:dp

bc: L. E. George
(Conformed Agreement Attached)

#8264

4/5

August 4, 1975

5e

City of Gearhart
City Hall
Gearhart, Oregon 97138

Attention: Mrs. Carole J. Bass
City Recorder

7/30/75

HWY. CONTRACTS and AGREEMENTS No. 5420

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the installation of a traffic signal at the intersection of Highway 101 and Pacific Way (formerly Sixth Street.)

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
TRANSPORTATION COMMISSION

FN:dp

bc: L. E. George

(Conformed Agreement Attached)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE July 22, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Four-Way Flashing Beacon**
Fort Stevens Highway at Ridge Road
City of Hammond

AGENDA
JUL 30 1975
5 J

We have an agreement which has been executed by the City of Hammond, covering the installation of a four-way flashing beacon at the Fort Stevens Highway and Ridge Road in the City of Hammond. The agreement provides that the State shall do all the work on the project and pay all costs thereof.

This project is estimated to cost $6,830 and will be funded with State Bond money. The State will maintain the four-way flashing beacon after installation and the City will pay all power costs.

This will be on the agenda for your consideration at the July 30 meeting.

bc Cecil Head
George Baldwin
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
Don Harwell
Alfred Shirley, Jr.
Jack Graham
Gary Sund

VLT:pb/RLS:jwa

Bob

The cost estimates for The Gearhart Signals and The Hammond flashing beacon are:

Geahart Signal ---	#45,795 00
Hammond Flasher ---	6830 00
TOTAL	#52,625

RECEIVED

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 21, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Installation**
US101 and Pacific Way
City of Gearhart

AGENDA
JUL 30 1975
5 e

We have an agreement which has been executed by the City of Gearhart covering the installation of a traffic signal at the intersection of Highway 101 and Pacific Way (formerly Sixth Street) in the City of Gearhart.

This project is estimated to cost $45,795 and will be financed with State Bond funds. Under the terms of this agreement the State will pay all costs of installation and maintenance and the City will pay all costs of power consumption.

This will be on the agenda for your consideration at the July 30 meeting.

bc Cecil Head
George Baldwin
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
Don Harwell
Alfred Shirley, Jr.
Jack Graham
Gary Sund

VLT:pb/RLS:jwa

Bob

The cost estimates for The Gearhart Signals and The Hammond flashing beacon are:

Geahart Signal --- $45,795 00
Hammond Flasher --- 6830 00

TOTAL $52,625

NOTED
R.D. TRYGSTAD

RECEIVED
1 S 1975

Roger T.

CITY OF GEARHART

"Gearhart By The Sea"
~~P.O. Box 242~~ Drawer D
Gearhart, Oregon 97138
Phone 738-5501

July 8, 1975

NOTED
L.E. GEORGE

NOTED
R.D. TRYGSTAD

Oregon State Highway Division
Highway Bldg., Room 135
Salem, Oregon 97310

ATTN. R. L. SCHROEDER

Dear Mr. Schroeder:

Enclosed please find three (3) copies of the agreement covering the traffic signal installation at the intersection of Highway 101 and Pacific Way in the City of Gearhart.

I am enclosing a copy of the Resolution signed by the Mayor and myself accepting this agreement rather than the minutes. If you feel you still need the minutes, please contact me and I will send them along.

Very truly yours.

Carole J. Bass

Carole J. Bass - Auditor
City of Gearhart

Enclosures

RECEIVED
JUL 9 - 1975
TRAFFIC ENGINEERING

RECEIVED
JUL 9 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

•8265 Bullards Beach St Park approx 19
• 3 mi N of Bandon
• (Riprap protection)

8265

March 15, 1976

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $320 will be made to Garrett & Thomas Const. on Contract No. 8265 for work in Bullards Beach State Park in Coos County as soon as the warrant is prepared.

The total amount paid on this contract will be $94,422.03 including the post-final payment. No work was performed under force account on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Garrett & Thomas Const.
Rt. 2, Box 270C
Dallas, OR 97338

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8265

4b

February 24, 1976

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On February 20, 1976, we wrote to you concerning release of final payment on Contract No. 8265 awarded to Garrett & Thomas Const. for work in Bullards Beach State Park in Coos County.

Final payment on this contract is $4,693.80 and the total contract amount is $93,902.03. No work was performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

rw

cc: Garrett & Thomas Const.
Rt. 2, Box 270C
Dallas, OR 97338

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8265

FORM 81-724-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bullards Beach State Park		WEEK ENDING: November 29, 1975
		SECTION PREFIX: 6-3336
HIGHWAY: Beach Access Road		COUNTY: Coos
NAME OF JOB: Bullards Beach State Park	KIND OF WORK: RipRap Protection	
CONTRACTOR: Garrett & Thomas Construction	CONTRACT NUMBER: 8265	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 7, 1975	DATE WORK STARTED: August 28, 1975	ESTIMATED COMPLETION DATE: November 20, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 100	CALENDAR DAYS USED 90
PROJECT AUTHORIZATION: $ 100,355.24	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 90
EXCLUSIVE OF ENGINEERING: $ 91,590.59	ENGINEERING AUTHORIZATION $ 8,764.65	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 93,903.40	This week: 250.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
	ENGINEERING COST TO DATE $ 6,300.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT OVERRUN 2.5 %	PERCENT OF AUTHORIZATION 72 %	November 20, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	Gran. Emb. 100%		Top Soil 100%	Filter Blanket 100%	RipRap 100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Clear	0		
MONDAY 24	Clear	0		
TUESDAY 25	Ptly Cloudy	0		
WEDNESDAY 26	Showers	0		
THURSDAY 27		0		
FRIDAY 28		0		
SATURDAY 29		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
DEC 1 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No work all week, Project is completed.
MONDAY 24	
TUESDAY 25	
WEDNESDAY 26	
THURSDAY 27	
FRIDAY 28	
SATURDAY 29	

REMARKS

J. X. Wilson made final inspection on Monday, Nov. 24th.

Submission of payrolls and one price agreement submittal remaining from contractor. Semi-final probably will be submitted about middle of December.

SIGNED Eugene K Clark LOCATION Coquille, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

836

R

David Talbot
State Parks Superintendent
Attn: Ray Wilson
C. W. Head
Commission Services

December 11, 1974

Attached are two copies of a Permit from the Corps of Engineers for placing 4,000 cubic yards of riprap material on approximately one-half mile of bank line of the Coquille River at Bullards Beach State Park in Coos County as erosion control.

It is my understanding that you will secure the signature of the Corps of Engineers. When this has been done, please return the original for the Transportation Commission's files.

1/23/75
Parks sent to Corps on 12/11/74 have not returned
[illegible]
1/24/74

fkm
Att.

S U M M A R Y

This is a summary of a proposed permit from the Corps of Engineers to the Department of Transportation. The purpose of the permit is to allow us to place 4,000 cubic yards of riprap material on approximately one half mile of bank line of the Coquille River at Bullards Beach State Park as erosion control. The terms of the permit are acceptable to the State Parks Branch. Corps of Engineers has requested our agency accept the permit prior to their signing and completing it.

COPY

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

17 December 19 74

A PERMIT TO place approximately 4,000 cubic yards of riprap to protect approximately ½ mile of bankline from further erosion.

AT near Bandon, Oregon

HAS BEEN ISSUED TO Oregon State Parks Dept. **ON** 17 December 19 74

ADDRESS OF PERMITTEE Highway Building
Salem, OR 97310

PERMIT NUMBER
001514(Coquille R.-Bank Protection)

/S/ A. J. HEINEMAN
for the District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-598

NPPND-RF-1

DEPARTMENT OF THE ARMY
PERMIT

Application No. 071-OYA-1-001514 (Coquille River-Bank Protection)
Name of Applicant OREGON STATE PARKS DEPT.*
Effective Date 17 Dec 74
Expiration Date (If applicable) 31 Dec 77

*State of Oregon, by and through its Department of Transportation, Highway Division, hereinafter referred to as "State"

Referring to written request dated 28 January 1974, for a permit to:

(XX) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

( ) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052, P.L. 92-532);

Oregon State Parks Department (State)
Highway Building
Salem, OR 97310

(Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army to place approximately 4,000 cubic yards of riprap to protect approximately ½ mile of bank line from further erosion,

(Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures,

ENG FORM 1 MAY 74 1721 (TEMP) cc: OSDL
HYDRO SURVEYS

ADP
SOL

REGULATORY FUNCTIONS FILE COPY

if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Coquille River,

(Here to be named the ocean, river, harbor or waterway concerned.)

at Mile 3, near Bandon, Oregon (Bullards Beach State Park)

(Here to be named the nearest well-known locality -- preferably a town or city -- and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks.) Subject to the following conditions:

I. GENERAL CONDITIONS:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized

activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the construction or work authorized herein in a manner so as to minimize any adverse impact of the construction or work on fish, wildlife and natural environmental values.

e. That the permittee agrees that it will prosecute the construction or work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension,

(2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not started on or before 31st day of December, 19 75, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before 31st day of December, 19 77, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and conditions of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

II. SPECIAL CONDITIONS: Here list conditions relating specifically to the proposed structure or work authorized by this permit. The following Special Conditions will be applicable when appropriate:

~~w. STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.~~

x. DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged ~~material as authorized herein.~~

y. ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

~~z. MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for _____ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.~~

aa. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

bb. Only clean, durable riprap will be used.

cc. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

dd. It is understood by the permittee that work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Riprap Permit No. SP 807.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

Oregon State Parks Department

(see attached sheet)

Date *Permittee*

By authority of the Secretary of the Army:

17 December 1974

Date

CLARENCE D. GILKEY
Colonel, Corps of Engineers
District Engineer

By A. J. HEINEMAN
Chief, Navigation Division

Transferee hereby agrees to comply with the terms and conditions of this permit.

Date *Transferee*

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

The Oregon Transportation Commission, by a duly adopted delegation order, authorizes its chairman or vice chairman to act in its behalf in approving this contract. Approval was given for this contract on Dec 9 1974 by CHAIRMAN GLENN JACKSON, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the contract on behalf of the Commission.

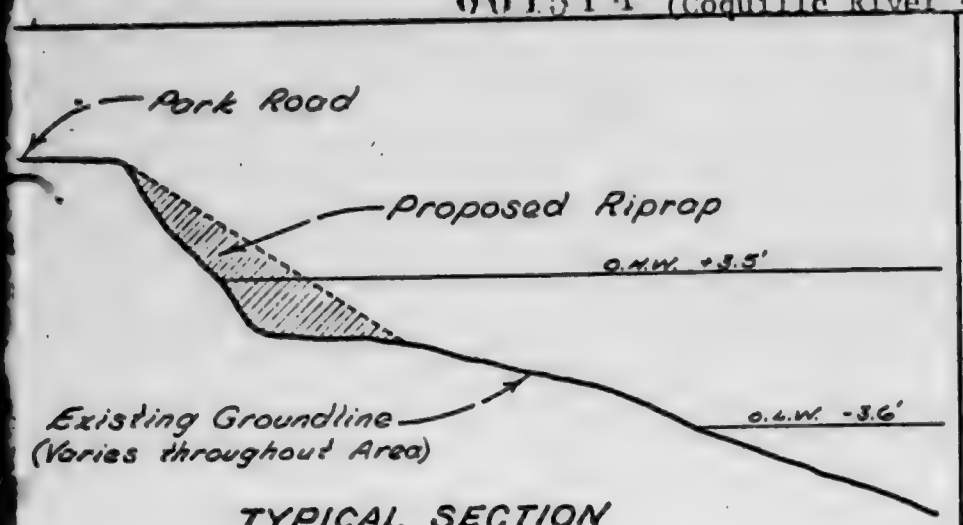
State of Oregon, by and through its Department of Transportation, Highway Division

J K Lavoie
Administrator and State Highway Engineer

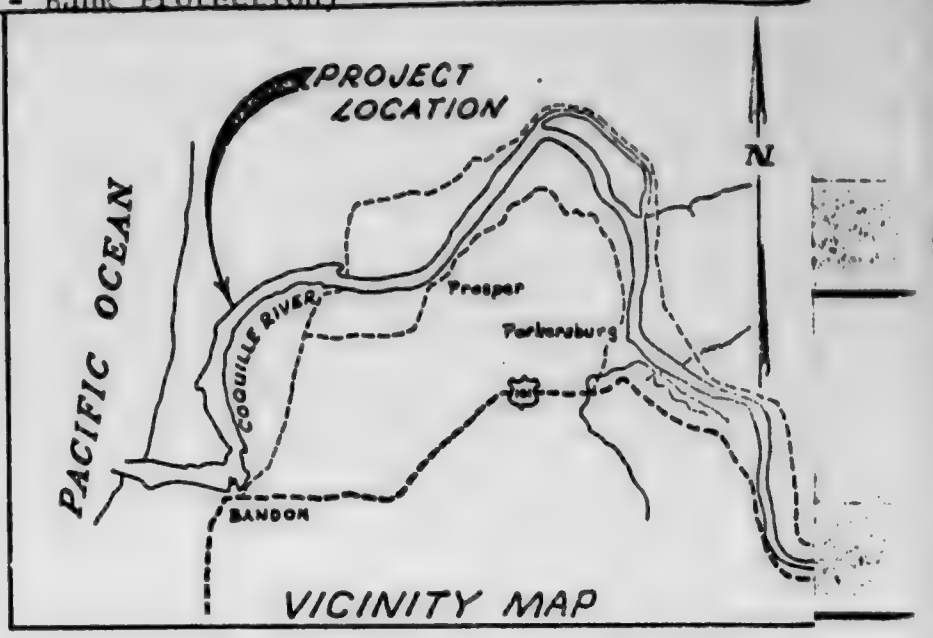
David K Talbot
Approved by State Parks Superintendent

Ingrid S. Axlen
Approved by Counsel

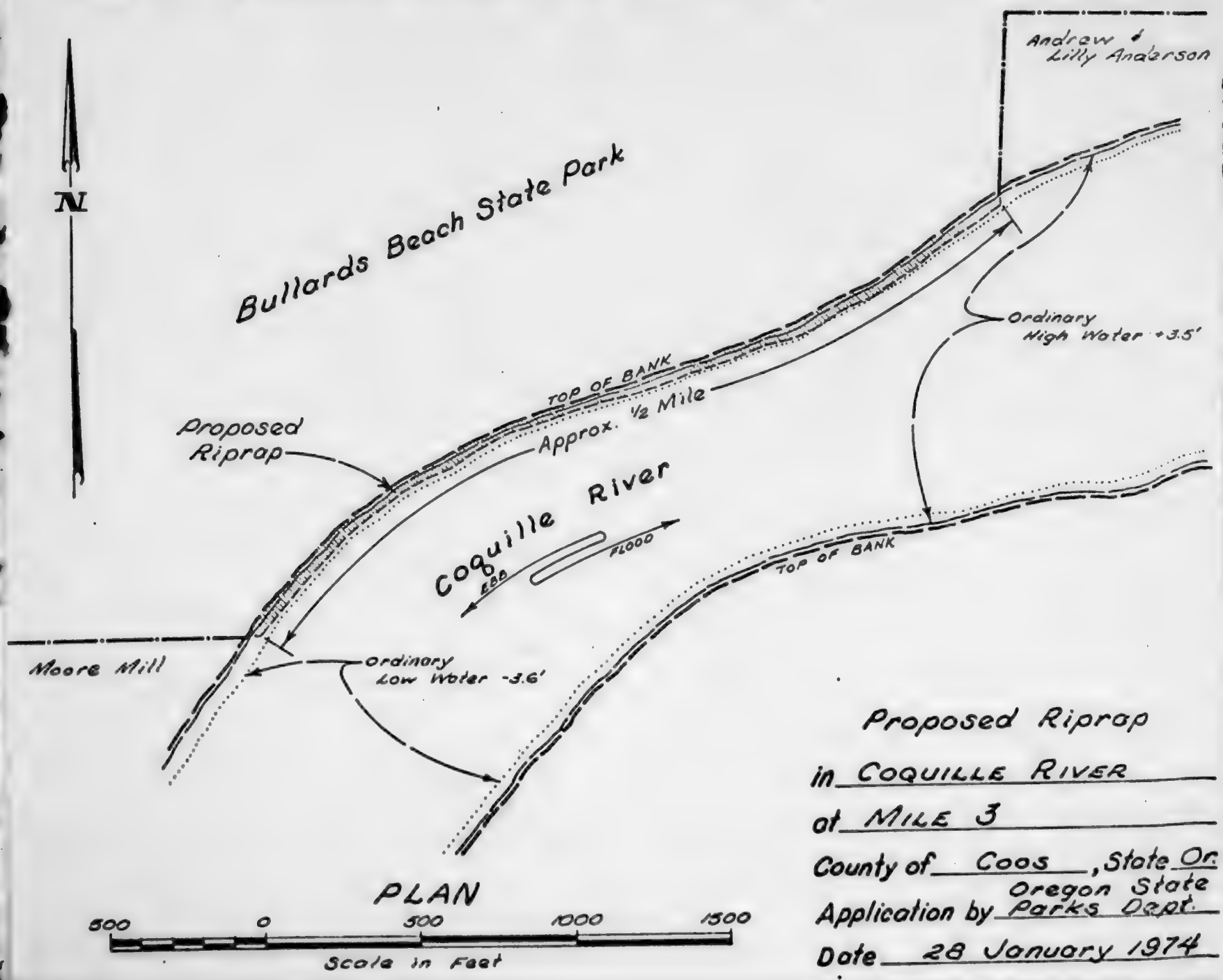
00151 (Coquille River - Bank Protection)



TYPICAL SECTION
Scale: 1"=10'



NOTES:
All elevations refer to sea level datum.
Slope of the proposed riprap will be the materials natural angle of repose.



Proposed Riprap
in COQUILLE RIVER
at MILE 3
County of Coos, State Or.
Application by Oregon State Parks Dept.
Date 28 January 1974

•8266 Canyonville (SW 5th St) Sec 197
• City Street
• (Grading and paving)

C/A 5198 2-4-75

8266

OREGON STATE HIGHWAY DEPARTMENT

Date January 7, 1976

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1975

Contract # 8266 Prefix 310-1740 Survey Prefix 310-1442

Street S. W. 5th Street

City Canyonville

Payments to Contractor (see attached voucher)	$ 19,626.09*
Engineering and Contingencies	2,090.47
Survey: Total $ 2,703.68 Prorated Share	--
TOTAL	$21,716.56
Agreed State Share	$21,716.56
Agreed City Share	--
City Advance Deposit	--

Reference: Outside Billing none

*Includes $23.69 interest.

RU

	303	1719	900	00	768.47	3,449.02		3,750.11
			** JOB TOTALS **		6,947.04 **	24,009.45 **		24,310.54
SE SECOND ST-SCAPPOOSE	305	1712	201	00		17,955.99		17,955.99
	305	1712	204	00		897.80CR		897.80CR
	305	1712	900	00	37.67	1,922.75		1,922.75
			** JOB TOTALS **		37.67 **	18,980.94 **		18,980.94
ND ST-SOUT R/R BLVD	309	1704	287	00				6,507.49
			** JOB TOTALS **		**	**		6,507.49
AYONVILLE-SW 5TH ST	310	1740	201 Cont.	00	1,306.25	19,602.40		19,602.40
	310	1740	204 Ret.	00	914.81			
	310	1740	206 Int	00 R	23.69	23.69		23.69
	310	1740	900 Eng.	00	34.08	2,082.22		2,082.22
	310	1740	900	00 -		8.25		8.25
			** JOB TOTALS **		2,278.83 **	21,716.56 **		21,716.56
T U NON, JOHN DAY, PRAIRIE	312	1712	282	01				37,800.00
	312	1712	282	02				43,600.00
	312	1712	282	03				28,600.00
	312	1712	296	00		35,533.68CR		35,533.68CR

TO DATE JOB COST SUMMARY

DECEMBER 1975 PAGE 280

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	312	1712	299	00		35,533.68	35,533.68
	312	1712	900	00			550.62
	312	1712	900	03			4.50
			** JOB TOTALS **		**	**	110,555.12
NE 3RD-MAIN AVE N	313	1705	900	00	1,077.63	1,718.78	1,718.78
	313	1705	900	00 -		8.25	8.25
			** JOB TOTALS **		1,077.63 **	1,727.03 **	1,727.03
ORE-PROV ST	313	1706	900	00		301.04	301.04
			** JOB TOTALS **		**	**	

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
			** JOB TOTALS **		473.61 **	2,669.21 **	2,669.21 **
NE & SE 2ND ST-SCAPPOOSE	305	1419	905	00	565.52	565.52	565.52
			** JOB TOTALS **		565.52 **	565.52 **	565.52 **
SUTHERLIN 1ST AVE	310	1431	901	00			[illegible]
	310	1431	905	00			[illegible]
	310	1431	914	00			[illegible]
	310	1431	918	00			[illegible]
	310	1431	921	00			315.62
			** JOB TOTALS **		**	**	1,[illegible]93 **
SU 5TH ST (CANYONVILLE)	310	1442	901	00 Rest Brk	7.63	1,[illegible]78	1,[illegible]78
	310	1442	905	00 Final Dr. Sq.	194.31	[illegible]	[illegible]
	310	1442	910	00 Suits + Gear	579.78	[illegible]	[illegible]
			** JOB TOTALS **		781.72 **	2,[illegible]68 **	2,703.68 **
CITY OF JOHN DAY-CANTON ST	312	1490	901	00	1.46	552.96	[illegible]
	312	1490	901	00 0			738.19
	312	1490	905	00	.10	2.32	157.24
	312	1490	905	00 0			169.20
	312	1490	907	00 0			1.41
	312	1490	910	00	19.52	290.52	327.52
	312	1490	921	00	.07	1.51	[illegible]
			** JOB TOTALS **		21.15 **	847.31 **	2,[illegible]68 **
MT VERNON-INGLE&RIVERSIDE STS	312	1493	901	00	1.49	538.24	2,314.70
	312	1493	905	00	.13	154.93	[illegible]
	312	1493	906	00			102.[illegible]
	312	1493	918	01			[illegible]
	312	1493	920	00			3.[illegible]
	312	1493	921	00			[illegible]
			** JOB TOTALS **		1.62 **	693.17 **	3,[illegible] **
PRAIRIE CITY-MCCALLUM AV-10TH	312	1494	901	00	1.45	531.56	2,308.32
	312	1494	905	00			[illegible]
	312	1494	910	00			206.87
	312	1494	918	01			.13
	312	1494	920	00			16.63
	312	1494	921	00			27.11
			** JOB TOTALS **		1.45 **	531.56 **	3,072.66 **
BURNS (PARK ST)	313	1473	901	00			4,747.55
	313	1473	901	00 0			[illegible]
	313	1473	905	00	.06	1.50	3,[illegible]
	313	1473	906	00	44.69	143.81	2,212.06
	313	1473	907	00			957.85
	313	1473	907	00 0			1.41
	313	1473	909	00			566.82

75-76

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

27220

	VOUCHER DATE	TOTAL AMOUNT
Roseburg Paving, Inc. P. O. Box 1427 Roseburg, OR 97470	12/8/75	$ 2,244.75

Contract # 8266 Est. # 3F	to 9/23/75	Principal Interest	$ 2,221.06 23.69

cb

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.438

CHECKED - Acctg. Control

CONTRACT PAYMENT VOUCHER

FISCAL YEAR	PAYEE	VOUCHER DATE	TOTAL AMOUNT
75-76	Roseburg Paving, Inc. P.O. Box 1427 Roseburg, OR 97470	11-24-75	$ 2,221.06

WARRANT NUMBER

CONTRACT NO.	ESTIMATE NO.	
8266	3F	

PERIOD COVERED: to 9/23/75

APPROVED: _____ DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.
For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

This final claim has been authorized in the above amount.

E S Hunter (DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, John Crossley certify that I am Pres (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

RECEIVED
DEC 4 1975
CONTRACT ACCOUNTING

(Signature)

FORM 81-734-1020

STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: CANYONVILLE (SW 5TH ST)

M 81-734-1020

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT
	BY GENERAL EXCAVATION	LUMP SUM	3000.0000	1.000	3000.00	3000.00	
	BY BLADE GRADER	HOURS	35.0000	18.500	647.50	630.00	
	BY WHEEL TRACTOR	HOURS	30.0000	7.000	210.00	210.00	
	BY TANDEM ROLLER	HOURS	30.0000	5.500	165.00	165.00	
	BY TILLER ATTACHMENT	HOURS	10.0000	5.000	50.00	50.00	
	BY CEMENT SPREADER ATTACHMENT	HOURS	10.0000	2.000	20.00	20.00	
	BY FURN PORTLAND CEMENT FOR TREATED SUB	TONS	80.0000	49.970	3997.60	3997.60	
	BY CLASS C ASPHALT CONCRETE 4 INCHES THICK	SQ YDS	5.2000	2,014.230	10474.00	9713.55	
	BY ADJUSTING MANHOLES	ONLY	120.0000	3.000	360.00	360.00	
	BY ADJUSTING INLETS	ONLY	150.0000	1.000	150.00	150.00	
	FORCE ACCOUNT ITEMS						
	BY EXCAVATE UNSTABLE MATL FOR CT GRADE				528.30		

GROSS RETAINAGE				
TREASURER DEPOSIT				
* NET RETAINAGE				
	TOTAL CONTRACT ITEMS	~~19074.10~~	~~18296.15~~	
	% RETAINED ON CONTRACT ITEMS		914.81	914.8
	FORCE ACCOUNT			
	TOTAL PAYMENTS	19,602.40	17,381.34	2,22

11 21 75 [illegible] 8256

VIOUS VOUCHER NO.: 21576

CKED BY: pgo/dj

NEER OR AUDITOR: W.A. Tison

UCHER

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: CANYONVILLE (SW 5TH ST)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	3000.0000	1.000	3000.00	3000.00	
	HOURS	35.0000	18.500	647.50	630.00	17.50
	HOURS	30.0000	7.000	210.00	210.00	
	HOURS	30.0000	5.500	165.00	165.00	
	HOURS	10.0000	5.000	50.00	50.00	
ATTACHMENT	HOURS	10.0000	2.000	20.00	20.00	
ENT FOR TREATED SUB	TONS	80.0000	49.970	3997.60	3997.60	
ONCRETE 4 INCHES THICK	SQ YDS	4.2000	2,014.230	10474.00	9713.55	760.45
S	ONLY	120.0000	3.000	360.00	360.00	
	ONLY	150.0000	1.000	150.00	150.00	
TEMS						
MATL FOR CT GRADE				528.30		528.30

8266

13

November 28, 1975

Fidelity & Deposit Co. of Maryland
Portland Branch Office
3005 1st National Bank Tower
Portland, OR 97201

Gentlemen:

On November 19, 1975, we wrote to you concerning release of final payment on Contract No. 8266 awarded to Roseburg Paving, Inc. for work on SW 5th Street in the City of Canyonville in Douglas County.

Final payment on this contract is $2,221.06 and the total contract amount is $19,602.40 including $528.30 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Roseburg Paving, Inc.
PO Box 1427
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8266

FORM 81-784-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Canyonville (S.W. 5th St.)	SECTION: Canyonville (S.W. 5th St.)	WEEK ENDING: Sept. 18, 1975
CONTRACTOR: Roseburg Paving Inc.	HIGHWAY: City Street	SECTION PREFIX: 31D-17(D)
DATE OF CONTRACT: Aug 8, 1975	KIND OF WORK: Curbs & Paving	COUNTY: Douglas
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	CONTRACT NUMBER: 3266	FEDERAL AID PROJECT NUMBER: State
PROJECT AUTHORIZATION: $ 21,137.77	DATE WORK STARTED: Sept. 11, 1975	ESTIMATED COMPLETION DATE:
EXCLUSIVE OF ENGINEERING: $ 19,211.77	SPECIFIED WORK DAYS:	WORK DAYS USED:
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 13,261.13	SPECIFIED CALENDAR DAYS: 40	CALENDAR DAYS USED: 32
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7 %	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 80
	ENGINEERING AUTHORIZATION: $ 135.00 this week	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
	ENGINEERING COST TO DATE: $ 133.21	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
	PERCENT OF AUTHORIZATION: 98 %	DATE PROJECT WAS COMPLETED: Sept. 23, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.77	0.77			0.77
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.77	0.77			0.77
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,000 C.Y.	1,503 Tons			1,503 Tons
TOTAL QUANTITIES CORRECTED TO DATE	0	0			0
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	0			1502 Tons
AVERAGE DAILY QUANTITIES					1868 " " ds
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					" " "
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Ptley cldy	0		
MONDAY 13	" "	0		
TUESDAY 14	" "	0		
WEDNESDAY 15	" "	0		
THURSDAY 16	Clear	0		
FRIDAY 17	Cloudy	0		
SATURDAY 18		0		

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
OCT 20 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project is complete, and the Semi-final estimate is being submitted this date. This will be the last weekly report.

SIGNED _____ LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

· CITY HALL ·

· CITY OF CANYONVILLE ·
P.O. Box 765 CANYONVILLE, OREGON 97417

May 29, 1975

Richard Unrein
Urban Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

Re: Preliminary Plans
S. W. Fifth Street

I discussed these plans with Mr. Tison and we decided rather than relocate the storm drain inlet to the West we would be better off to lower it to the proper grade in its present location.

Yours very truly,

Dean Hunt

Dean Hunt, City Supt.

CITY OF CANYONVILLE
P.O. Box 765
Canyonville, Oregon 97417

Sign Room - preferred
6-3-75 - They have
talked with Tison (Res Engr)
and he would rather have it

Fred

RECEIVED
COUNTY & CITY SECTION
JUN 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

CANYONVILLE

Sketch Map

Scale: 0 400 1600 Feet

PIPE DATA:

(1) Adjust Manhole

(2) Sta 11+62
Connect Pipe 20'-1 Inlet
Adjust 1 Cap Inlet
Insert 18" Sewer Pipe - 22'
Fill Pipe & CY
(Orig. No. 2.1 CY 2.1 CY)

PRELIMINARY COPY
SUBJECT TO CHANGE

S U M M A R Y

ITEM	UNIT	QUANTITY

PRELIMINARY COPY
MAY 19 1975
SUBJECT TO CHANGE
FINAL DESIGN UNIT

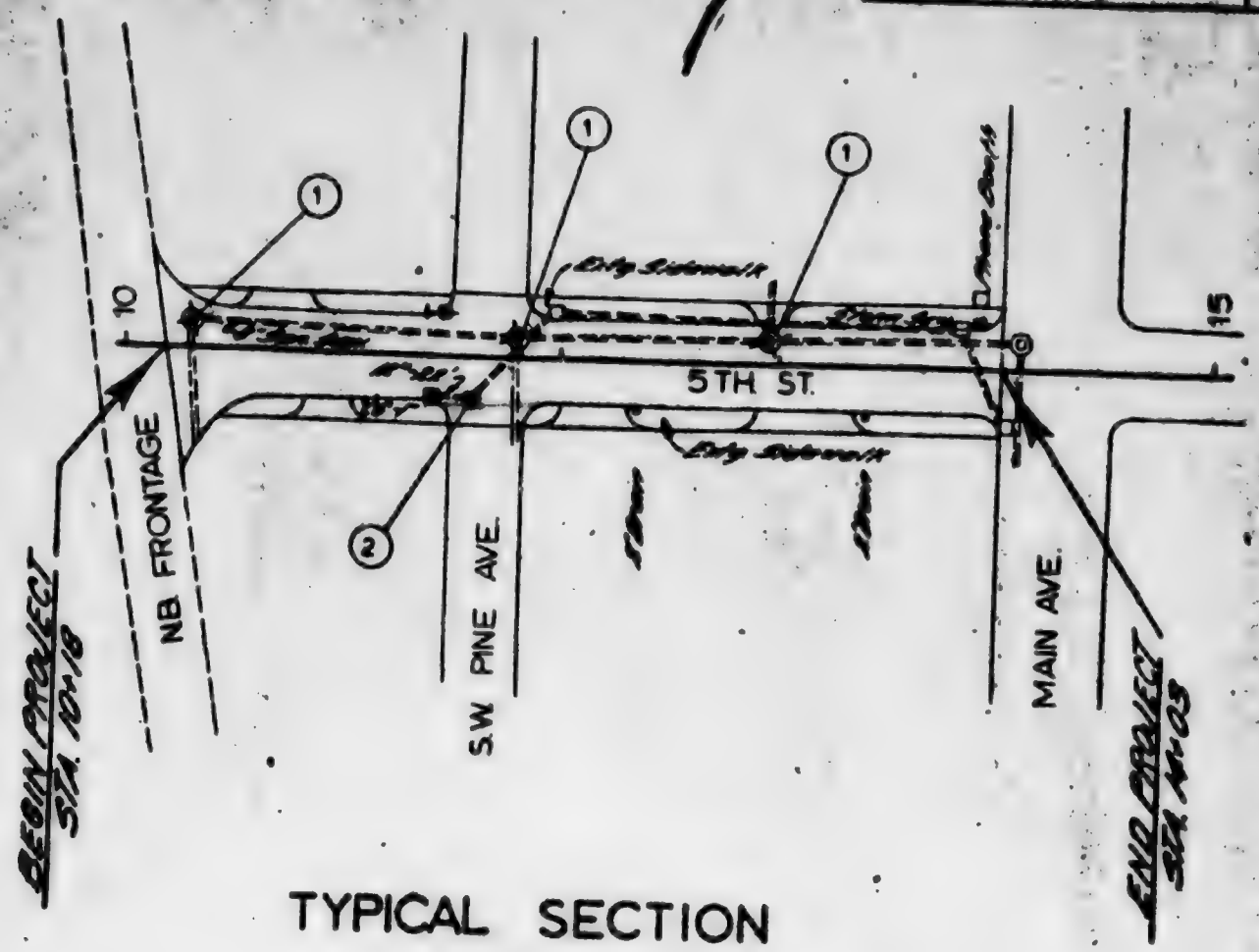
APPROVED
CITY OF Canyonville

BY MAYOR [illegible]

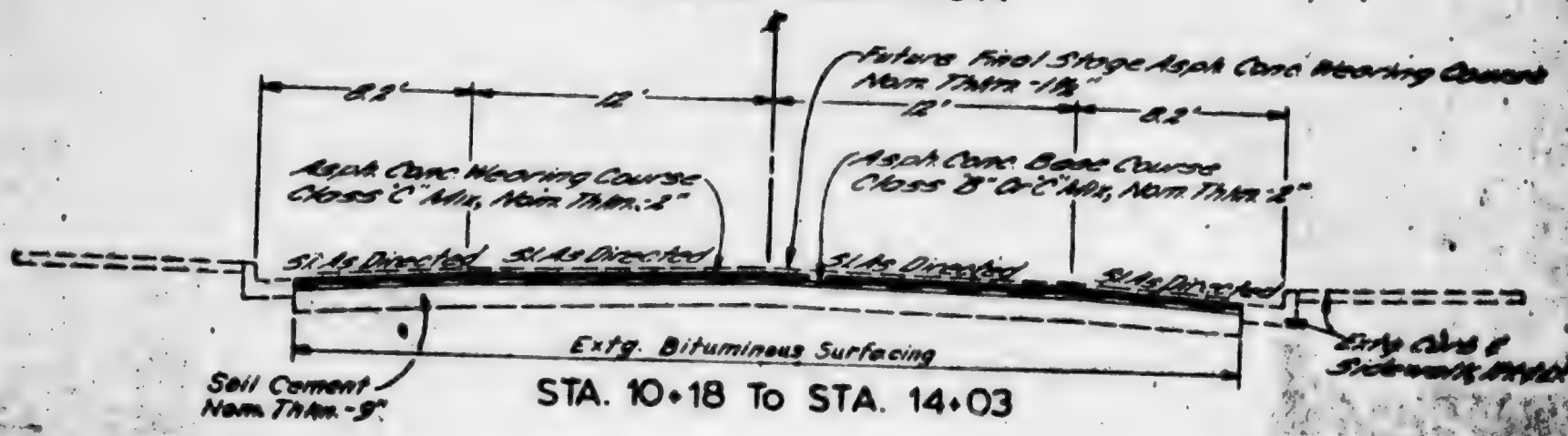
BY RECORDER Ruby M. Walker

DATE 5/29/75

CANYONVILLE (SW 5TH ST) SEC. CITY STREET DOUGLAS COUNTY				SHEET NO. 1
FED. ROAD DIST. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

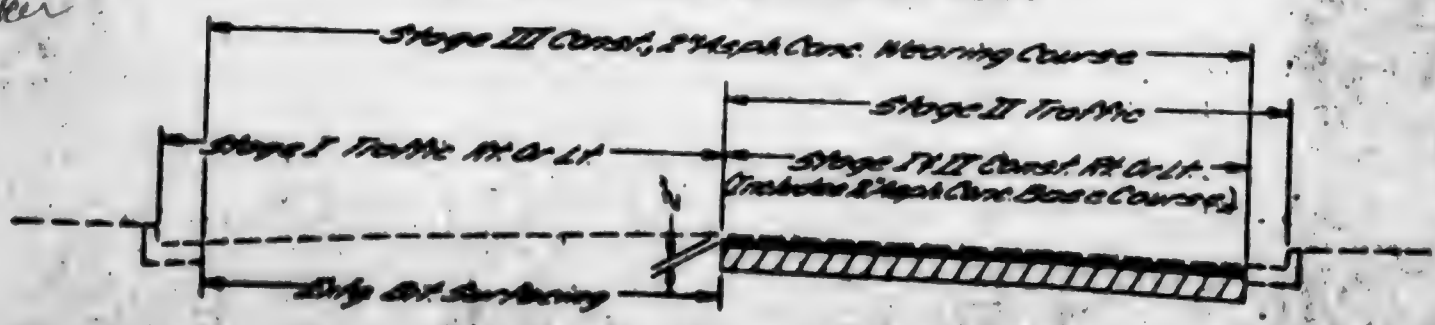


TYPICAL SECTION


Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. -1½"
12'
8.2'
12'
8.2'
Asph. Conc. Wearing Course Class C" Mix, Nom. Thkn. -2"
Asph. Conc. Base Course Class B" or C" Mix, Nom. Thkn. -2"
St. As Directed
St. As Directed
St. As Directed
St. As Directed
Extg. Bituminous Surfacing
Soil Cement Nom. Thkn. -9"
Extg. Curb & Sidewalk (Typ.)

STA. 10+18 To STA. 14+03

STAGE CONSTRUCTION


Stage III Const. 2" Asph. Conc. Wearing Course
Stage II Traffic
Stage I Traffic Rt. Or Lt.
Stage II, III Const. Rt. Or Lt.
(Includes 2" Asph. Conc. Base Course)
Extg. Bit. Surfacing

8266

Robert W. Straub

May 27, 1975

Ms. Ruby M. Walker
City Recorder
City Hall
Canyonville, Oregon 97417

Dear Ms. Walker:

Enclosed are two sets of preliminary plans for the 1975 Special City Allotment project on S. W. Fifth Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 40.4-foot wide street, as shown on these preliminary plans, is currently estimated to cost $24,750. This amount would be covered by the state's SCA fund.

Recommended changes you suggest should reach this office by June 5, 1975 to permit any revisions to be made on the plans before they reach the bidders.

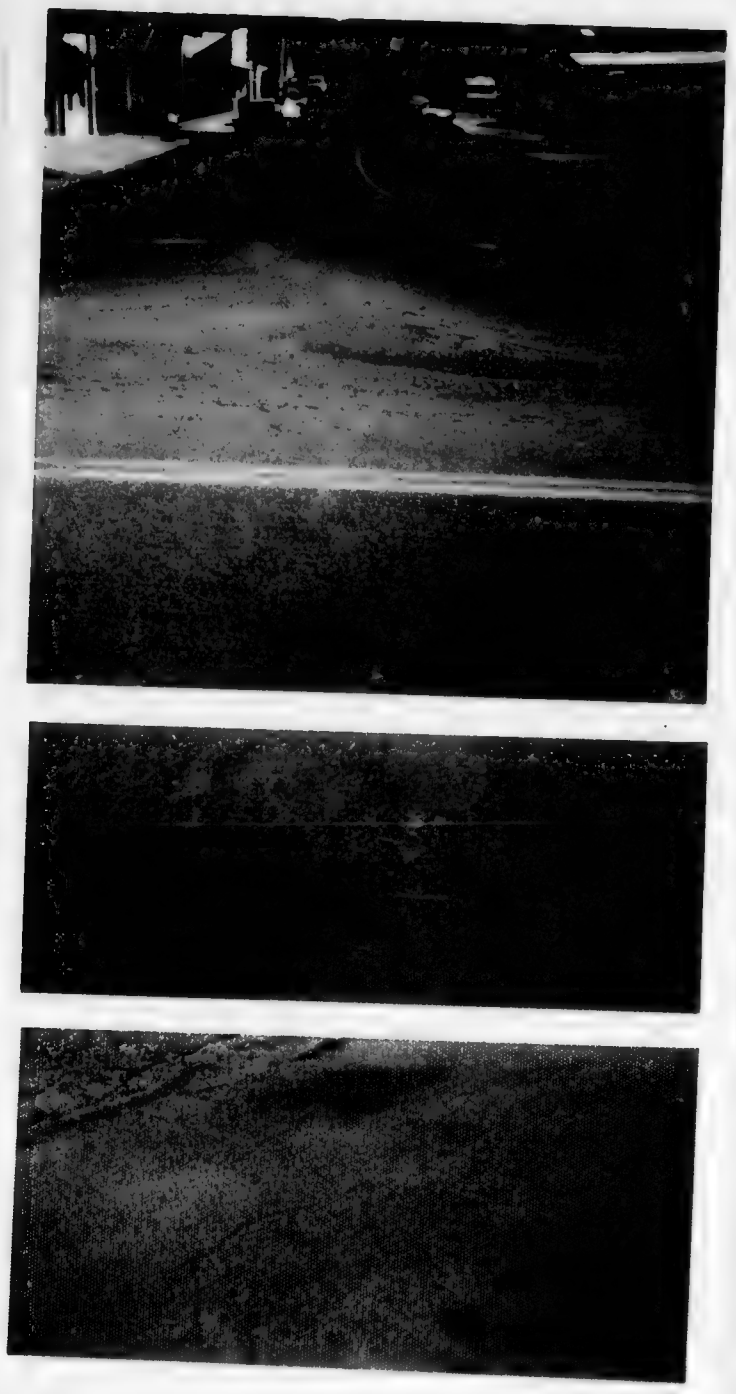
Very truly yours,

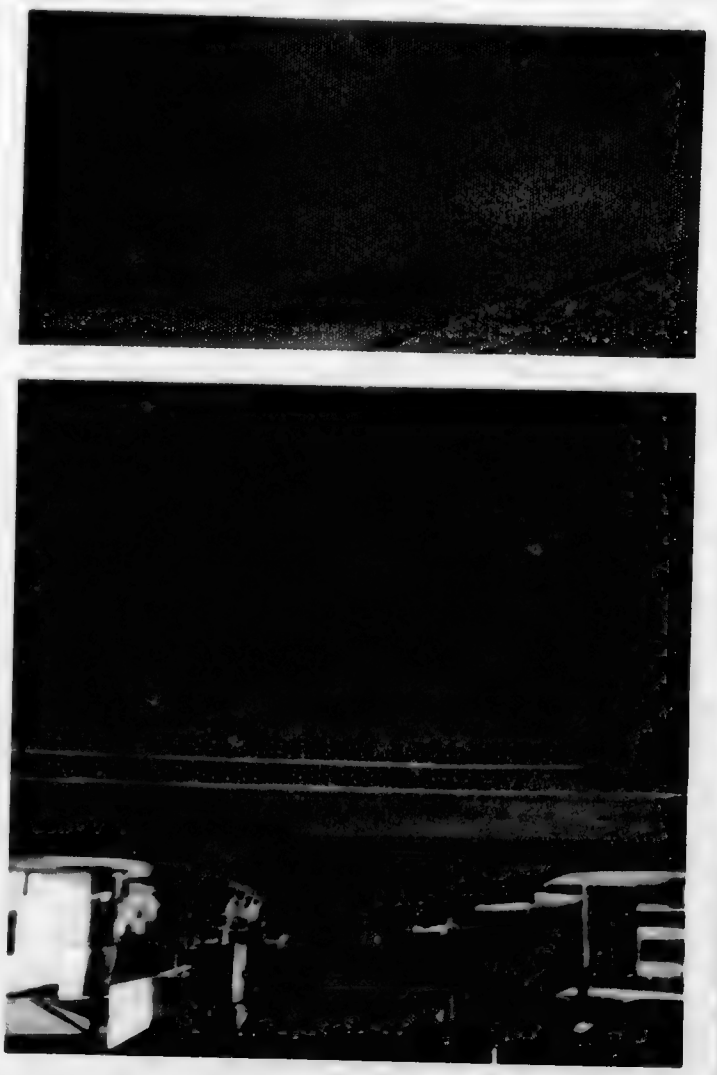
Richard Unrein
Urban Engineer
County-City Unit

FFH:scr

Enclosure

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐





Canyonville
(1975 SCA)
9-26-74

Looking Ely from
5th & frontage Rd

Canyonville
(1975 SCA)
9-26-74

Looking W14 from
5th & Main

5028

8266

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 17, 1975

Mr. Victor D. Wolfe
Location Engineer
B U I L D I N G

Attention: Mr. P. L. Carstensen

Richard Unrein
Urban Engineer
County-City Uni·

1975 SCA Project
S. W. Fifth Street
City of Canyonville

The attached survey data for the subject project has been reviewed and found to have been shortened from that as requested by the city and approved by the Transportation Commission.

This office recommends that the project include a 1-1/2 inch overlay from Station 10+00 to Station 11+36.

FFH:scr

Attachment

cc: Alfred Shirley, Jr., Region 3 Engineer

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 30 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

ROSEBURG REGION
RECEIVED
APR 18 1975

PROJECT MANAGEMENT SECTION

Routing	Action	Info
P.M. Engineer		
Proj. Dev. Engr.		
Office Engr.		
County-City	MAY Sent Cw 1975	
Federal Aid		
Inventory-Needs		
Mileage Control		
Prog. & Schedule		
Remarks:		

Dr: Send copy to Tison. 4-28-75

cc: J.H. Versteeg
V.D. Wolfe
Dick Unrein

Recmst. of this block originally deleted at request of City. There would be no objection to suggested overlay & we recommend it be included in project.

F.X.W.

NARRATIVE REPORT

S.W. 5th STREET CANYONVILLE

DOUGLAS COUNTY

This is a Special City Allotment Project. S.W. 5th Street is one block long and is the connection to and from the freeway south and the City of Canyonville. It is also used as a connection to the freeway northbound. This street is exposed to some trench traffic including logging trucks.

The lenght of the proposed project is 266 feet. Basically the street runs easterly. It is bordered on each side by monolethic concrete curbs. The width of the street between gutter lines is 40.4 feet. The existing surface is composed of about 2½ inches of asphaltic concrete and 6 inches of poor rock. Samples are being submitted for testing. The Westerly end of the street is in quite good shape. Mr Dean Hunt, City Superintendent who looked at the project with me did not think it was necessary to remove and reconstruct the area. We therefore began the Location at station 11+36. At this station to the end of the proposed project, the existing asphaltic concrete pavement is alligatored and broken up.

The work involved to construct the proposed project will be to remove existing suface materials & replace with new or upgraded materials to essentially the present grade. Due to trucks using this street it is proposed to use 12 inches of aggregate base and a 4 inch lift of asphaltic concrete or the equivalent. Clarence Gregg was contacted and a surfacing design was made as follows:

1½ inch asphaltic concrete future.
4 inch asphaltic concrete present.
9 inches cement treated subgrade.

The 9 inhes of Cemented Treated subgrade is equivlaent to 13½ inches of aggregate base.

This office investigated use of base rock versus upgrading the existing materials. The comparison was based on the average cost of obtaining and hauling base rock from Roseburg (26miles) & West of Riddle (7Miles). Also entering into this comparison was the additional excavation required to place the base rock. To upgrade existing material is a cheaper methiod of construction. We also do not have to work as close to existing underground utilities. There will be no conflict with utilities on this project.

I have heard that approximately 5 days setup time is needed before traffic can be routed over the treated subgrade. The area is exposed to slow traffic. I dont think this amount of time will be requried. Half of the street can be constructed while traffic uses the other half. Pine Street crosses S.W. 5th making two street intersections. Motel & Resturant traffic enter S.W. 5th at these intersections. It is suggested that a blanket of sand be placed at these intersection to protect the treated surface until initial set has been made.

The excavation on this project amounts to the removal of four inches of the present surfacing. This surfacing is composed predominately of aspahltic concrete pavement. We have computed the cost based on a squre yard basis. This cost includes a short haul to a waste area within the city. The Class "B" asphaltic concrete price includes the cost of the liquid asphalt.

To make an first class appearance of this project the Westerly end of the street could be included in the construction. As mentioned on page one, this end of the street is in good shape but has traces of utility ex cavations along the north side and at the connection with the frontage road. Tnese excavations have been extremely well patched. Although this added construction would add to the appearance of the street I do not think the added appearance is worth the additional construction cost of $5,422.52. The future overlay should take care of this deficiency in pavement surface appearance.

W.A. Tison
Resident Engineer

WAT/jm

cc: Alfred Shirley, Jr.
file

QUANTITY SUMMARY & ESTIMATE OF COST

Project: Canyonville-(S. W. 5th St.) Highway: City Street
County : Douglas Prefix : 310-1442

Item#		Unit	Unit Price	Net Quant.	Total
1	Temp. Prot. & Dir.	Only	1,070.00		1,070.00
2	Temp. Traffic Signs	Sq. Ft.	9.00	40	360.00
3	Flagging	Hour	12.50	80	1,000.00
4	Excavation	Sq. Yd.	1.50	1150	1,725.00
5	Finishing Roadbed & Slopes	Mile	3,000.00	.05	150.00
6	Cement Treated Subgrade	Sq. Yd.	1.50	597	895.50
7	Cement Treated in Subgrade	Ton	60.00	36	2,160.00
8	Watering	M/gal.	10.00	15	150.00
9	Class "B" Asphalt Concrete	Ton	22.25	269	5,985.25
10	Tack	Ton	150.00	2	300.00
11	Extra for Asphalt Approaches	Ea.	100.00	2	200.00

Item Total	$13,995.75
20% for Engineering & Contin.	2,799.15
Grand Total	$16,794.90

8366

R

February 4, 1975

City of Canyonville
City Hall
Canyonville, OR 97417

Attention: Ruby M. Walker
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5198

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of S. W. Fifth Street from the northbound frontage road to South Main Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

E2 b-c

S.C.A. Investigation Data

City of Canyonville Date 9-26-74 Div. 3

Population: 1969 1,020 19 74 1,040

Street S. W 5th (Main - Frontage Rd)

No. previous projects 2
Last project 1967 (year)
Total SCA funds $ 28,246.85
Funds/capita $ 27.16
Average/capita $

EXISTING 38' AC w/ PCC curb & gutter

Surface now in place: A.C. X Oil ___ Gravel ___ Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: 40 feet, R/W width: 60' ± feet
Remarks: 5th St shows excessive wear - Hwy & other trucks

PROPOSED

Surfacing: A.C. X Oil ___ Other 38' AC w/ curb & Gutter
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: 40 feet
BASE DESIGN: A.C. ___ inches, Leveling ___ inches, Base ___ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.08 mile, 400 ± feet. Type curb: curb & gutter
Remarks: Can we reconstruct and save curb & gutter? yes

ESTIMATE

Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.			
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.			
Watering	M-gal.			
Level material (3/4-0)	c.y.			
Base material	c.y.			
Asphalt	ton			
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.			

*Items include 10% allowance

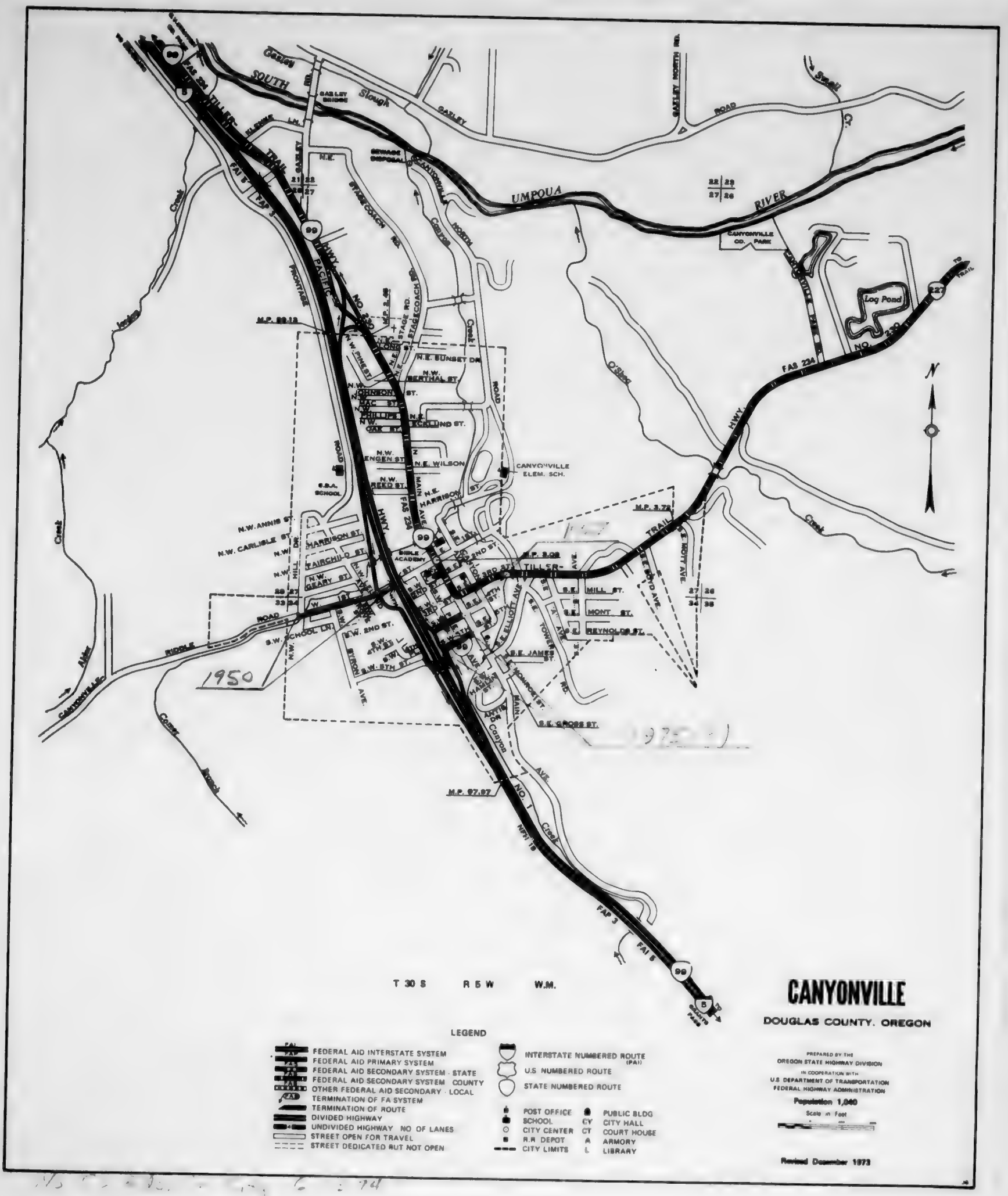
Dean Hunt —

Total $ ___
Perm. signing ($100/intersection) ___
Flagging ___

Total $ ___
Engineering & contingencies (20%) ___

Total $ ___.
City's estimated share of survey ___

TOTAL ESTIMATED COST $ ___



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (PAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

CANYONVILLE

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,040

Scale in Feet

Revised December 1973

CITY: Canyonville COUNTY: Douglas
SECTION: 5th St

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1,000
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	755	5.00	3,775
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	—		
Watering	M-gal.	—		
Level material (3/4-0)	c.y.	—		
Base material (1"-0) 12" thk	~~c.y.~~ S.Y.	1810	4.00	7,240
Asphalt Class C 3" thk	~~ton~~ S.Y.	1810	3.40	6,154
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.			

*Items include 10% allowance

	Total	$ 18,169
Perm. signing ($100/intersection)		
Flagging		
	Total	$ 18,169
Engineering & contingencies (20%)		3831
	Total	$ 22,000
City's estimated share of survey		
TOTAL ESTIMATED COST		$ 22,000

3

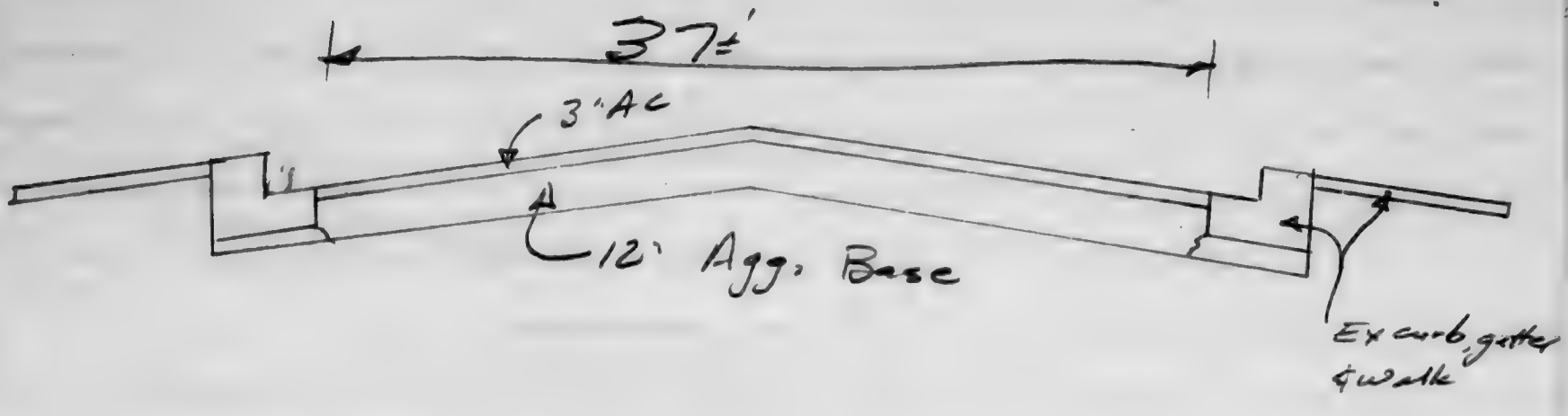
x curb, gutter, walk

5 cu. yd.

54 yd.

0 S.Y.

Canyonville (5 ± St)



General Excavation $\frac{1.25' \times 37' \times 1.1 \times 400'}{27}$ = 755 cu. yd.

Agg base $\frac{37 \times 400 \times 1.1}{9}$ = 1810 sq yd.

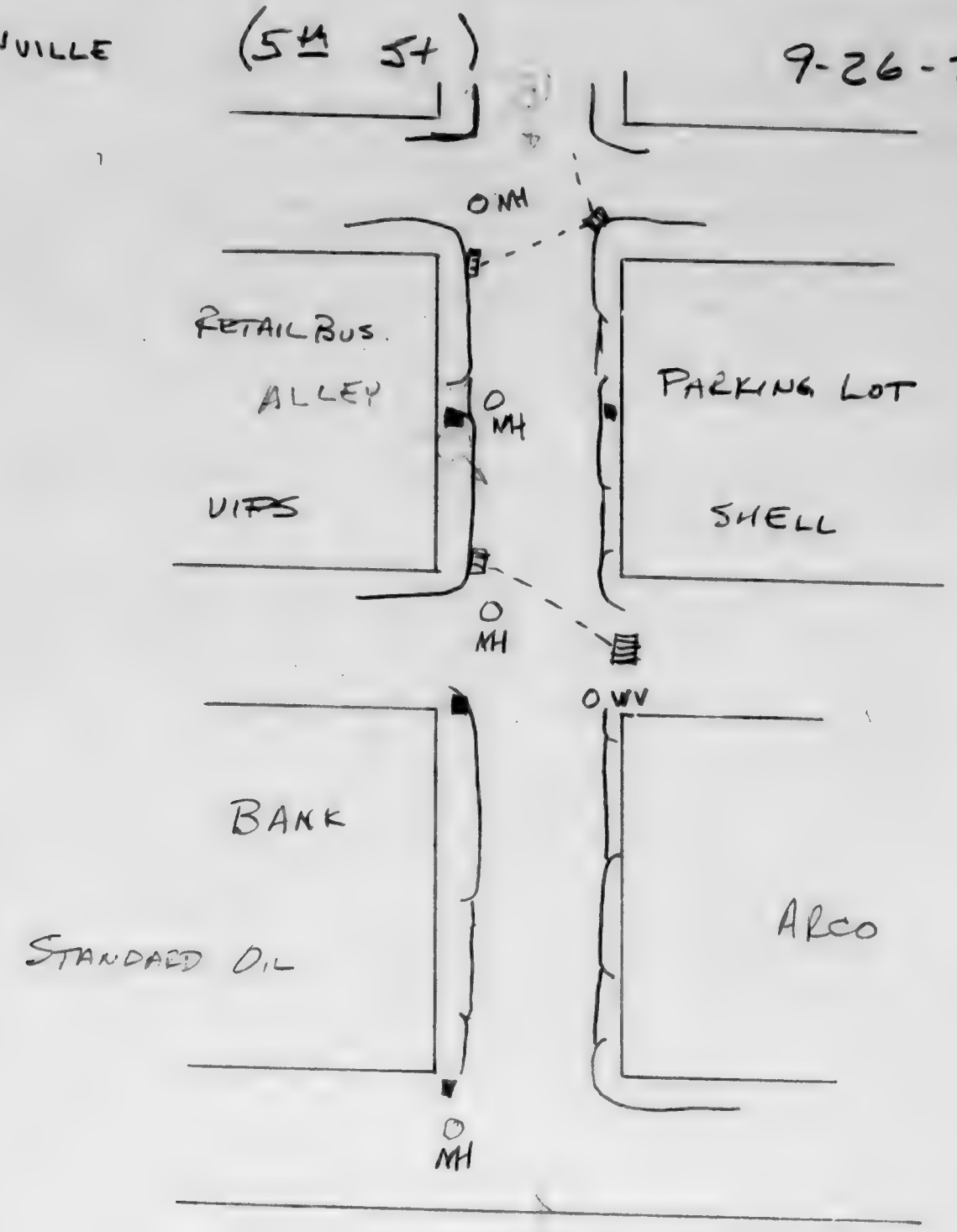
A C 1810 s.y.

CANYONVILLE

(5TH ST)

9-26-74

AZ



8266

SCA

PROJECT DATA, CITY OF Canyonville Date Feb 25 1974

To be financed by Special City Allotment Fund and necessary city funds.

Street name S.W. Fifth, Main St. TO Frontage Road
(Locate project on attached map.)

Project length 392'

DESIRED STREET SECTION:

Standard roadway; width of travel way:_____ feet, width of shoulders:____ feet

Curbed section; width curb to curb: _____ feet

Remarks _____

_____

Surface now in place: Oil ____ Paving ✓ Gravel ____

Present surface width: 36 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60' feet

Additional right-of-way required? Yes ___ No ✓

State to furnish right-of-way descriptions? Yes ___ No ✓

Give width of intersecting streets: Pine St. 50' Main St. 80'

Are intersecting streets curbed? Yes ___ No ___

Remarks Pine Street To Main Curbed on East side
Pine St. South not Curbed, Main St Curbed both sides

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place Yes ✓ No ___

Width between present curbs: 30 feet

City to construct curbs? Yes ___ No ✓

To be constructed as part of project? Yes ___ No ✓

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ___ No ___

Explain: _____

_____

RECEIVED
COUNTY & CITY SECTION
MAR 7 - 1974
✓ ENGR. ✓ COOR. ✓ OE ✓ AE ✓ UE
✓ UPE ✓ CE ✓ RE ✓ RPE

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes ✓ No___

Present sidewalks, Length: 200 feet; Width: 10 feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No ✓

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

STORM SEWERS - - - -

WATER MAINS: (City to adjust if required.)

Now in place? Yes ✓ No ___

If yes, how deep from present surface? 2 feet

Remarks Water main on South side under Sidewalk

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes ___ No ✓

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks _____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ✓ No ___

Electric poles? Yes ___ No ___

Which company? Calif. Gas Utilities
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No ___

Which company? _____

Railroad tracks? Yes ___ No ___

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ✓

Clearing? Yes ___ No ✓

Base rock? Yes ___ No ✓

Concrete curbs? Yes ___ No ✓

Driveways? Yes ___ No ✓

Remarks City will adjust Sewer Manholes

GENERAL INFORMATION:

Are city finances available? Yes ___ No ✓

When available? Date _____

Has city established grade on street? Yes ___ No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

Tennis Court Area, S.E. End of Town

General remarks: No City Money Expected for This Project. City Labor Available.

By Adam L. Daniels
Mayor

By Norman L. Lenhart
City Recorder or City Manager

By _____
City Engineer

RECEIVED
MAR 5 1974
Contract Acctg.

CANYONVILLE

DOUGLAS COUNTY, OREGON

PREPARED BY THE OREGON STATE HIGHWAY DIVISION IN COOPERATION WITH U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Population 1,040

Scale in Feet

Revised December 1973

2-11-74

RESOLUTION #41

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Canyonville is an incorporated city of the State of Oregon and has a population of 1032 as given by the latest official census; and

WHEREAS, the following streets of said city, Canyonville

S.W. FIFTH STREET — MAIN TO FERRY

S.W. PINE STREET — 5TH STREET TO END

RECEIVED
COUNTY & CITY SECTION
FEB 21 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Canyonville does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Dean R. Hunt as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 18th. day of February, 19 74.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

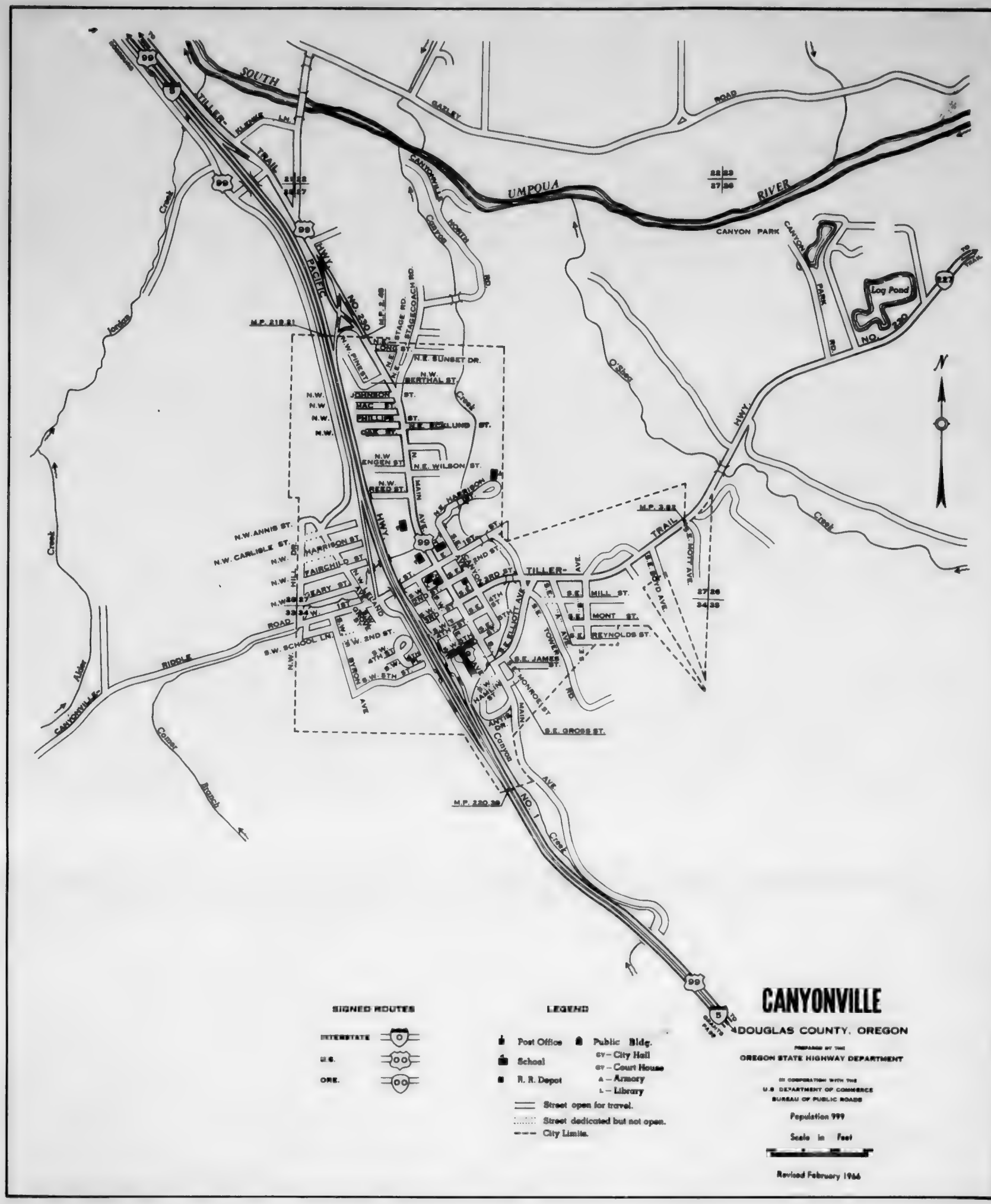
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Canyonville at a regular meeting of said Council, held on the 18th. day of February, 19 74, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 18th. day of February, 19 74.

Norman L. Wilson
City Recorder

cc-50, 1959 Rev.)



CANYONVILLE

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 999

Scale in Feet

Revised February 1966

•8269 Chiloquin Rock Production 1975
• Project, 37 mi N of K Falls
• The Dalles-Calif Hwy

8269

45

December 3, 1975

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

Gentlemen:

On November 26, 1975, we wrote to you concerning release of final payment on Contract No. 8269 awarded to R. J. Taggart Construction Co., Inc., for rock production on the Chiloquin Section of The Dalles-California Highway in Klamath County.

Final payment on this contract is $4,696.50 and the total contract amount is $93,930.04. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc R. J. Taggart Construction Co., Inc.
954 Huron Court SE
Salem, OR 97302

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8269

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Chiloquin	SECTION: Chiloquin	WEEK ENDING: November 5, 1975
CONTRACTOR: R. J. Taggart Construction Co., Inc.	HIGHWAY: The Dalles-California	SECTION PREFIX: 18-8348
DATE OF CONTRACT: August 7, 1975	KIND OF WORK: Rock Production	COUNTY: Klamath
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN — SUPERVISION: —	CONTRACT NUMBER: 8269	FEDERAL AID PROJECT NUMBER: State
PROJECT AUTHORIZATION: $102,821.00	DATE WORK STARTED: September 15, 1975	ESTIMATED COMPLETION DATE: October 24, 1975
EXCLUSIVE OF ENGINEERING: $93,841.00	SPECIFIED WORK DAYS	WORK DAYS USED
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $92,030.00	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
ESTIMATED PERCENT [redacted] UNDERRUN: 1.9 %	SPECIFIED COMPLETION DATE: October 31, 1975	PERCENT OF TIME ELAPSED: 93
	ENGINEERING AUTHORIZATION: $8,980.00 This Week: 715.00 ENGINEERING COST TO DATE: $6,490.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc. Engr. 98
	PERCENT OF AUTHORIZATION: 72 %	DATE PROJECT WAS COMPLETED: October 24, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
—	—	—	—	—	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE			20,000 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			20,920 CY		
AVERAGE DAILY QUANTITIES			20,920 CY		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Scattered Clouds-Mild	—		
MONDAY	Heavy Fog A.M. Clearing & Mild	—		
TUESDAY	" " "	—		
WEDNESDAY	Scattered Clouds-Mild	—		
THURSDAY		—		
FRIDAY		—		
SATURDAY		—		

RECEIVED
NOV 10 1975
CONSTRUCTION
SECTION

Kinsey
Jackmond
Harwood
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	See Remarks
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Two men worked and completed the Semi-final the first part of the week and submitted it to the Region Office.

This is the last weekly report for the project.

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8270 N Albany Intchge-Lebanon Rd 1975
Intchge Sec on Pacific Hwy
(Roadside improvement)

8270

April 8, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On April 5, 1977, we wrote to you concerning release of final payment on Contract No. 8270 awarded to Pacific Northwest Landscaping for roadside improvement on the N. Albany Interchange-Lebanon Road Interchange Section of the Pacific Highway in Linn County.

Final payment on this contract is $500 and the total contract amount is $155,081.04 including $2,524.66 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Pacific Northwest Landscaping
P. O. Box 308
Lafayette, OR 97127

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

827c

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Albany Int. - Lebanon Rd. Int.		WEEK ENDING: 2-12-77
		SECTION PREFIX: 622-1057
HIGHWAY: Pacific		COUNTY: Linn
NAME OF JOB: N. Albany Int. - Lebanon Rd. Int.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Pacific Northwest Landscaping	CONTRACT NUMBER: 8270	FEDERAL AID PROJECT NUMBER: I-5-4(82)228
DATE OF CONTRACT: August 7, 1975	DATE WORK STARTED: August 27, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $172,578.40	SPECIFIED COMPLETION DATE: December 31, 1976	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $158,893.77	ENGINEERING AUTHORIZATION: $13,684.63	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $152,907.13	ENGINEERING COST TO DATE: $19,420.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.8 %	PERCENT OF AUTHORIZATION 142 %	DATE PROJECT WAS COMPLETED: 2-17-77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Feb. SUNDAY 13	Fair			
MONDAY 14	Fair			
TUESDAY 15	Fair			
WEDNESDAY 16	Fair			
THURSDAY 17	Fair			
FRIDAY 18	Fair			
SATURDAY 19	Fair			

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
FEB 22 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Feb. SUNDAY 13	
MONDAY 14	
TUESDAY 15	
WEDNESDAY 16	
THURSDAY 17	
FRIDAY 18	
SATURDAY 19	

REMARKS

The contractor has completed the replacement planting. He has weeded and sprayed the beds and shoulders and considers that he is ready for the final inspection.

SIGNED J. M. Martin LOCATION Albany

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP°F216

8270

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-173		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Linn
MODIFICATION NUMBER 1	5-3-76 STATE COPY	Project Number I-5-4(82)228

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 26, , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 167,256	$ 167,256
Federal funds	$ 154,343	$ 167,256
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed August 26, , 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 12,913 ."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May , 19 76 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C S Hunter

Asst. Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W W Cusick
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8270 - 45

Form Approved; O.M.B. No. 04-R2069

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-18	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8 26 75	STATE Oregon COUNTY Linn PROJECT NO. I-5-4(82)228

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, N. Albany Int.-Lebanon Rd. Int.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	July 9, 75	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 167,256.00	$ 154,343.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____ for G. L. Green
(Division Engineer)

Date executed by Division Engineer AUG 28 1975

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 20, 1975

Federal Aid Project
No. I-5-4(82)228

N. ALBANY INTCHGE.-LEBANON ROAD INTCHGE. SECTION
Pacific Highway
Linn County

Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 1045+00 to Sta. 1400+00)

Temporary Protection and Direction of Traffic	All Required		$ 3,000.00
Temporary Signs	284 sq.ft.	7.50	2,130.00
Flagmen	100 hr.	9.50	950.00
Furnishing and Placing Topsoil	50 cu.yd.	21.00	1,050.00
Furnishing and Placing Trees	185 only	19.49	3,605.65
Furnishing and Placing Shrubs	14,540 only	4.97	72,263.80
Furnishing and Placing Vines	38,800 only	0.54	20,952.00
Soil Conditioner	3,900 cu.yd.	5.50	21,450.00
Bark Mulch	523 unit	50.00	26,150.00
			$151,551.45

Anticipated Items		
Temporary Erosion Control	All Required	$ 500.00
Subtotal		$152,051.45
Engineering (10%)		15,204.55
Total		$167,256.00

Length of Project - - - - - 0.00 mile

Federal Funds - - - - -

April 12, 1976

Pacific Northwest Landscaping
Post Office Box 308
Lafayette, OR 97127

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8270 for work on N. Albany Int.-Lebanon Road Int. Section of the Pacific Highway in Linn County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 19 days is granted because of the lane closure limitations imposed and the influence of extra work.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

fr/ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Richard Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-4(82)228
N. Albany-Lebanon Road Interchange Section
Roadside Improvement
Time Extension Request

DATE: April 8, 1976

In reply refer to: 1041B.2

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: H. S. Coulter

We have reviewed your April 6 memorandum concerning the request for an extension of time on the subject project. Due to the late extra work order and other factors we concur in your recommendation for an extension of time request.

G. K. Hoosier for G. L. Green

RECEIVED
APR 12 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
APR 9'76
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

8270

DATE April 6, 1976

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
N. Albany Int.-Lebanon Rd. Int. Section
FAP No. I-5-4(82)228
Contract No. 8270 - Roadside Improvement

The contractor has requested an extension of this contract time because of hazardous road conditions on some days in December 1975 and our refusal to allow lane closures on Friday afternoons and weekends or immediately prior to the Christmas and New Year's holidays. Pertinent dates are as follows:

Bids opened July 31, 1975; contract sent August 11, 1975

Contract amount $151,551.45; work started August 27, 1975

Specified completion date December 31, 1975 (project 91 percent completed)

Reported contract completion (exclusive of establishment) January 19, 1976

19 days of liquidated damages assessed at $100 per day

Seasonal weather interference would not ordinarily be a valid reason for extending contract time where it is controlled by a specified date (or by calendar workdays). As for the limitations imposed on lane closure, the project plans show only a traffic protection plan for a "shoulder closure" and for a "work adjacent to shoulder" situation. The special provisions do not cover this point so a lane closure was not prohibited by the contract. Our resident engineer did prohibit lane closures on Friday afternoons and Saturdays.

The contractor worked several Saturdays in November, December and into January, so the lane closure prohibition which prevented him using the large bark mulch truck does have validity for extending time. There was also work on Extra Work Order just prior to the January 19 project completion date. Extra Work Order 2 was a late order, just approved in December, for some hand ditching.

Your concurrence is requested in a 19-day extension because of the lane closure limitations imposed and the influence of extra work.

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Richard Hacek

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 5, 1976

FILE: CON 5 #8270

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: N. Albany Int.-Lebanon Rd.
Int. Section
Contract No. 8270,
Roadside Improvement
Request for Time Extension

Pacific Northwest Landscaping requests a 15 workday extension of this contract time because of hazardous road conditions on some days in December 1975, and our refusal to allow lane closures on Friday afternoon and weekends, nor immediately prior to the December and New Years holidays. Actually the contract completion time is expressed as a fixed date of December 31, 1975. Some pertinent dates are as follows:

Bids opened, July 31, 1975; contract sent, August 11, 1975;
Contract amount, $151,551.45; work started, August 27;
Specified completion date, December 31, 1975 (project 91 percent completed).
Reported contract completion (exclusive of establishment), January 19, 1976 (work actually continued to January 26).
19 days liquidated damages assessed at $100 per day.

Seasonal weather interference would not ordinarily be a valid reason for extending contract time where it is controlled by a specified date (or by calendar workdays). As for the limitations imposed on lane closure, the project plans show only a traffic protection plan for a "shoulder closure" and for a "work adjacent to shoulder" situation. The special provisions do not cover this point, so I conclude that the lane closure, although probably not intended at the time of bidding, was not prohibited by the contract.

I note that the contractor did work several Saturdays in November, December and into January, so the lane closure prohibition which prevented him using the large bark mulch truck does have some validity for extending time. There was work on E.W.O. just prior to the January 19 project completion date used, although several days on E.W.O. 1 and 2 are also shown after that date. A later completion date should have been used, in my opinion, but it is academic now as we would just be extending the contract time to cover it anyway. Engineering costs are overrun about 20 percent.

I concur in a 19-day extension because of the lane closure limitations imposed and the influence of extra work.

This is a federal-aid interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
APR 8 1976
Office of
Assistant State Highway Engineer

19 76

....., as

reby join
agree to
stipulated

B-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 27, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 147 days to 162 days, within which to complete our Contract No. 8270, without the assessment of liquidated damages. The said contract is described as follows:

Roadside Improvement

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED SHEET

Respectfully submitted,

Pacific Northwest Landscaping
Contractor

By J. H. Raymond

CONSENT OF SURETY

Date February 27, 1976

We, SAFECO INSURANCE COMPANY OF AMERICA

1500 S. W. 1st Street, Portland, Oregon 97201, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

B. A. Lally
Attorney-in-fact

(SEAL)

Cole, Clark & Cunningham, Inc.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8270 Contractor Pacific Northwest Landscaping

Highway Pacific

Section N. Albany Int. - Lebanon Rd. Int.

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 19-day extension of contract time because of the lane closure limitations imposed and the influence of extra work.

Recommended for Approval:

Regional Engineer

~~Construction Engineer or Bridge Engineer~~

~~State~~ State Highway Engineer

SP*97065-734

Contract No.	8270
Project designation	Federal I-5-4(82)-228 (State-Federal)
Date awarded	August 7, 1975
Work started	August 27, 1975
Per cent completed	100% 1/19/76
~~No. of Workdays Allowed~~ Specified Compl. Date	12/31/75 (Date)
No. of Workdays Used	N/A
No. of Added Workdays Requested	19

Pacific Northwest Landscaping

P. O. BOX 308 LAFAYETTE, ORE. 97127

NURSERY & OFFICE
864-2157 or 864-2320

057

February 27, 1976

tion

Department of Transportation
3111 Santiam Highway
Albany, Oregon 97321

Dear Mr. Martin,

With regards to the Albany Interchange Job, we are requesting an extention of fifteen (15) calendar days. Our work was delayed due to hazardous road conditions caused by extreme traffic and weather conditions. On December 19th and 20th, we were required to shut the job down due to very hazardous road conditions caused by ice and thick fog.

Due to hazardous traffic conditions and to comply with safety procedures, we were required to shut off our large barkdust truck from delivering and blowing at noon on Fridays until Monday mornings. The reason for this shutdown was that onee complete lane closure was necessary for the large barkdust truck to operate and this was not possible on these days. This is a total of eight (8) whole days and eight (8) half days. The other days we were required to shut down the large barkdust truck, due to lane closures were at noon December 24th to December 29th and at noon December 31st thru January 3rd. Total of all shut down days are ninteen (19) days. This does not include any Sundays or holidays.

Thank you,

J. H. Raymond

FORM 81.734 3010

Keasey ___ RECEIVED ___ Richards
Bond ___ ___ Glenn
Jackmond MAR 29 1976 Berg
Walker ___ CONSTRUCTION ___ FILE: 622-1057

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE SECTION

March 26, 1976

Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
N. Albany-Lebanon Rd. Section
Contract #8270

TO: C. T. Keasey
CONSTRUCTION ENGINEER

J. H. Raymond of Pacific Northwest Landscaping requests a 15 calendar day time extension because of hazardous road conditions and lane restrictions. Resident Engineer J. M. Martin recommends extension to January 19, 1976, the actual date of completion, primarily because the basic planting was completed January 2, 1976 and only mulch placement, minor cleanup and extra work remained after that date. Mulch placement was restricted by verbal instructions to not block a traffic lane on Friday afternoon or Saturday.

The above signed concurs with Mr. Martin's recommendation but offers the following additional information:

1. Extra work amounted to approximately $2,600 or 1.7% of the contract amount. This would prorate to 2 1/2 days. Actually, the work took seven days between January 2 and January 21.
2. The lane closure was not shown on the plans. It was necessary for the reasons outlined in Mr. Martin's letter. The instructions were verbal but are contained in Mr. Martin's diary.
3. FHWA Area Engineer at the final inspection February 13, 1976 verbally concurred that the extension should be granted primarily for the reason outlined in item 2 above. Also, because the basic contract work has been completed and yet establishment period work remains on the contract. This could, to some extent, take into account item 1 above.

GWW/dea
Attach:
1. Formal Time Extension Request and its attachment
2. Resident Engineer J. M. Martin's January 15, 1976 letter of recommendation.

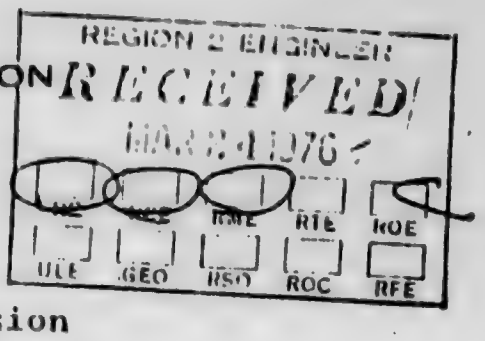
cc: J. M. Martin

file: 622-1057

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE



Albany, Oregon
January 15, 1976

To: C. O. Fredrickson
Region II Engineer

SUBJECT: Time Extension
N. Albany Int.-
Lebanon Rd. Int.
Contract 8270

Attached are 5 copies of a request for time extension as submitted by Pacific Northwest Landscaping, contractor on subject project.

The contractor is basing his request on worktime lost because of hazardous road conditions caused by inclement weather, and my refusal to permit lane closures on weekends and during holiday periods.

I recommend a time extension of 19 days, to January 19, 1976, for the following reasons.

1. October 1975 was unseasonably wet with 14 workdays of rain and 8 days of cloudy weather. In October 1974 there were 3 workdays of rain, and in October 1973 there were 4. The wet, muddy condition caused a shut down of the tilling operations for 11 of the 14 days.

2. There were seven Fridays in December and January that the contractor was allowed to spread bark mulch only until noon. There were seven Saturdays during the same period he was not allowed to mulch at all.

   This was because of his need for a lane closure in order to have room to operate the hauling and spreading equipment. The gravel shoulders were too soft to park on. I refused to allow the lane closure because of the expected higher volume of weekend traffic.

All planting was completed by January 2, 1976. General mulching was completed on January 15; general cleanup on January 19th. During this period the mulching operations were slowed by repeated breakdowns of the blower equipment. Replacement equipment was not readily available.

The contractor has been cooperative and conscientious. Minorities represented 92% of the labor force. This could have been a problem also. Many of them couldn't speak English.

I cannot present a strong justification for my support of this time extension. I hope there is enough flexibility in our policy to allow for a less than strict interpretation of the Specifications regarding this matter because I do not believe the delay in completion has caused injury to the State.

This project will not be totally completed until the end of the establishment period next fall.

J. M. Martin
Resident Engineer

JMM:ths
Attachments: 5
cc:file

E 8270

R

June 24, 1975

TO OREGON TRANSPORTATION COMMISSION

FROM F. B. Klaboe, Administrator &
State Highway Engineer

SUBJECT Finance Approval

The following are projects not in the six-year construction program that need finance approval for contracting:

SECTION	FUNDING	AMOUNT	REMARKS
N. Albany Intchge.-Lebanon Rd. Intchge., Pacific Hwy., Linn Co., Rdwd. Impr.	FAI	196,300	Last Stage, Existing Contract
Old Ore. Trail Sign Shelters, Col. Riv & OOT Hwys., Shelters, Landscape	FAI	100,000	Historical Interpretive Signs
Bubbs Ranch-Weatherby, Old Ore. Tr. Hwy., Baker Co.: Rock Fallout Fencing	FAI	155,000	Accident Prevention, Safety
Ontario Intchge., Old Ore. Tr. Hwy., Malheur Co.: Rdwd. Impr.	FAI	85,000	Completion of Previous Work
Neil Creek-Calif. State Line, Pacific Hwy., Jackson Co.: Truck Escape Ramps	FAI	550,000	Adverse Grade, Safety

The above projects are either final stages of previous work or specialized work not previously anticipated.

Your approval is recommended and the matter will be on the agenda for your consideration at the June meeting.

LWR:dgk

Transaction Number 6-52

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-2-75

BY (Signature): L. W. Rulien's May 23, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 832 THRU ____		
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
832	I-5-4(82)228	0.0	193,000	178,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
North Albany Interchange - Lebanon Road Interchange Section - Linn County State of Oregon	Landscaping

NOTED
E. S. HUNTER

RECEIVED
STATE HWY. ENGR.
JUN 4'75
REPLY TO
ATTN OF
FOR

REMARKS (Division)

6-5-75
ORIGINAL TO
L.W. Rulien

RECEIVED
JUN 5 1975
OFFICE OF
DIVISION ADMINISTRATOR

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		6-2-75	Chief, Construction Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds, or shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FHWA PR-48
(Rev. 8-71)

GPO 915.690

R

6-2-75

8478

8270

R

~~PRO-6-2~~

May 28, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-4(82)228

We are submitting program date for one project, Item No. 832, Project No. I-5-4(82)228, "N. Albany Interchange-Lebanon Road Interchange Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on July 31, 1975.

Encl.

JG:wa

Budget Bureau No. 41-R2067; Appr

U.S. DEP
BU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

5-28-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 — PROJECT LOCATION (45 typewriter spaces): I-5, N. Albany Int.-Lebanon Rd. Int.

ADT — PRESENT: 14,300 — FUTURE: 27,200 — YEAR: 95 — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Landscaping — NATL. FOREST — PR ROUTE NO. — SUPV. AREA — DA CLASSIF. — DA AREA — EMERG. YR. — PL. AUTH YR.

PROJECT NUMBER — PREFIX LETTER(S): I- — NUMBER: 5-4

CARD — CLASS OF FEDERAL FUNDS: Interstate — COUNTY NAME: Linn — CODE: 043

NAME OF URBAN AREA: Albany — ROUTE NO.: 1 — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		I-5, N. Albany Int.-Lebanon Rd. Int. (Approx. 6.72 mi.)					
5					ROW							
5					CONST (CODE) Y003		"N. Albany Intchge.-Lebanon Rd. Intchge. Sec."	0.0	193,000	178,000	15,000	
							PROJECT TOTALS	0.0	193,000	178,000	15,000	

ESTIMATED PROJECT COST BY PHASES

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item No. I-5-4(78)228.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

5-28-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, N. Albany Int.-Lebanon Rd. Int.	ADT	14,300	27,200	95	10	Oregon	41	042	832

PROPOSED WORK (25 typewriter spaces)	NATL. FOREST	P.E. ROUTE	SUPV. AREA	CO. CLASS.	CO. AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ing								I-	5-4	(82)	228	

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Linn	043	1 [ ] OR 2 [X]
Albany			

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	1	I-5

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, N. Albany Int.-Lebanon Rd. Int. (Approx. 6.72 mi.)						Landscaping consisting of furnishing & planting trees, shrubs, vines & incidental work common to this type of project.
ROW								
CONST (CODE) Y003		"N. Albany Intchge.-Lebanon Rd. Intchge. Sec."	0.0	193,000	178,000	15,000		ROW - 300' normal; Access control - full; Parking restrictions - complete.
		PROJECT TOTALS	0.0	193,000	178,000	15,000		

ESTIMATED PROJECT COST BY PHASES

D BY

APPROVAL DATES

REMARKS

Additional Data: Item No. 777; Project No. I-5-4(78)228.

-over-

USCOMM DUSCOMM-DC 48903-P61

REMARKS - continued

Information for PR-37B: Row-1: Row-F; Sanitary Facilities-N

Project Data: The work under this project consists of furnishing and planting trees, shrubs, vines and incidental work (e.g., placing soil conditioner, fertilizer, furnishing and placing bark mulch, etc.) common to this type of project.

Requirements of IM 50-1-70; FHPM 7-7-2; FHPM 7-7-5: This project is considered stage construction as part of the work necessary to complete this section to Interstate Standards. The work is necessary to conceal the construction scars caused by the safety work accomplished under Project I-5-4(78). The cited requirements were complied with under the preceding named project.

Note: This project is in Congressional District No. 2.

8270

5-15-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. I-777

FEDERAL AID PROJECT NO. I-5-4(78)228

STATE PROJECT NO. N.Albany Interchange-Lebanon Road Section

COUNTY NAME Linn

PROGRAM STAGE (Check) [ ] 1. [XX] 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	September 6, 1974	Interstate Route 5
GENERAL LOCATION:		STATE ROUTE NUMBER Pacific Highway Route 1

GENERAL DESCRIPTION OF WORK:
As requested in Mr. Rulien's May 6, 1975 letter I approve a minor program change adding adjustment of utilities to the character of the proposed work.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) Minor program change
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

5-19-75
ORIGINAL TO
L.W. Rulien

RECEIVED
MAY 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAY 19 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-15-75	C R Burgtraudt for	Division Engineer

FORM PR-1240 (REV. 2-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8270 5-15-75 R

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-4(78)228

STATE PROJECT NO.: N.Albany Interchange-Lebanon Interchange Section

FROM: G. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-777

COUNTY NAME: Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR MAY 19 '75 REFER TO Schneider FOR Info Invest R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	September 6, 1974	Interstate Route #5	Pacific Highway Route No. 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

You are now authorized to proceed with actual adjustments for Pacific Northwest Bell Telephone Company cable relocation effective September 6, 1974. Reimbursement on an actual cost basis estimated to be $25,478 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. We approve the agreement with the Pacific Northwest Bell Telephone Co. consisting of your Regional Utilities Engineer's verbal notice, the Pacific Northwest Bell Telephone Co.'s February 21, 1975 letter, and the plans and estimate furnished by Mr. Preston's April 25, 1975 letter. Mr. Valentine's Affidavit of Pacific Northwest Bell Telephone Co.'s property rights is acknowledged.

RECEIVED MAY 19 1975

Ruhlen - TAA 5-19-75

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-15-75	C R Burghardt	Division Engineer

FORM PR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

- 8271 9th Ave-18th Ave(Sweet Home)1975
- Sec of Santiam Hwy in Sweet Home
- (Grade, pave & signal)

CIA 5279 4-10-75

8271

April 7, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8271 awarded to Corvallis Sand & Gravel Co. and McNeeby & Aubry, Inc. for work on the 9th Avenue-18th Avenue (Sweet Home) Section of the Santiam Highway in Linn County was completed on September 28, 1976 and accepted by the State Highway Engineer on April 6, 1977.

Final payment in the amount of $500 will be released to McNeeby & Aubry, Inc., P. O. Box A, Corvallis, OR 97330, after April 12, 1977. The total contract amount is $404,799.54 including $3,882.78 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc McNeeby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8271

15

March 17, 1977

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, WA 98660

Gentlemen:

Thank you for your recent letter informing us that all claims against Corvallis Sand & Gravel Co. and McNeeby & Aubry, Inc. have been satisfied and that you have no further claims outstanding in connection with State Highway Contract No. 8271.

This information will be noted in our records and we will advise the surety and the prime contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

EP
3-17-77 kw

McNeeby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

Mr. James W. Walton
Attorney at Law
P. O. Box 1067
Corvallis, OR 97330

OLSON ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

March 1, 1977

State of Oregon
Department of Highways

Salem, Oregon

Gentlemen:

This is to notify you that all claims against Corvallis Sand and Gravel and/or McNesby and Aubry have been satisfied and that there are no further claims outstanding.

Contract # 8271, Sweet Home.

Very truly yours,
OLSON ELECTRIC COMPANY, INC.
Calvin T. Olson
Calvin T. Olson
President

Sworn to before me and subscribed in my presence this 1 day of March, 1977.

Notary Public

CC: United Pacific Insurance Co.

RECEIVED
MAR 1 1 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

Olson ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

RECEIVED
MAR 14 1977
COMMISSION
DEPARTMENT OF TRANSPORTATION SERVICES

STATE OF Washington)
)SS.
COUNTY OF Clark)

AFFIDAVIT AND WAIVER OF LIEN

Calvin T. Olson of Olson Electric Company, Inc., being first duly sworn, says that he is the President of Olson Electric Company, Inc. (hereinafter referred to as the "Company") and is familiar with the facts herein stated.

That said Company performed work and labor and/or furnished material for use, in the construction by Corvallis Sand & Gravel and/or McNesby and Aubry (the Contractor) of certain buildings, improvements and equipment on premises owned by Oregon State HighwayDepartment at Sweet Home, Oregon

That said Company has fully paid for all of said work, labor, material, machinery and equipment furnished by it or by its subcontractors or materialmen upon said premises, or furnished therefor.

That the balance remaining due from the Contractor and unpaid to said Company is the sum of Four thousand eight hundred thirty nine and 02/100 ($ 4,839.02) and that upon the payment to it of said sum, it hereby waives all liens and claims against the said owner, its premises and property, and all claims against Corvallis Sand and Gravel and/or McNesby & Aubry, and further, he represents that no other person or party has any right to a lien on account of any work performed or material furnished to said Company.

Further affiant saith not.

Calvin T. Olson

SWORN TO before me and subscribed in my presence this 1 day of March 19 77.

Rosalie C. [illegible]

Olson ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

RECEIVED
MAR 11 1977
COMMISSION
DEPARTMENT OF TRANSPORTATION SERVICES

STATE OF Washington)
)SS.
COUNTY OF Clark)

AFFIDAVIT AND WAIVER OF LIEN

Calvin T. Olson of Olson Electric Company, Inc., being first duly sworn, says that he is the President of Olson Electric Company, Inc. (hereinafter referred to as the "Company") and is familiar with the facts herein stated.

That said Company performed work and labor and/or furnished material for use, in the construction by Corvallis Sand & Gravel and/or McNesby and Aubry (the Contractor) of certain buildings, improvements and equipment on premises owned by Oregon State HighwayDepartment at Sweet Home, Oregon

That said Company has fully paid for all of said work, labor, material, machinery and equipment furnished by it or by its subcontractors or materialmen upon said premises, or furnished therefor.

That the balance remaining due from the Contractor and unpaid to said Company is the sum of Four thousand eight hundred thirty nine and 02/100 ($ 4,839.02) and that upon the payment to it of said sum, it hereby waives all liens and claims against the said owner, its premises and property, and all claims against Corvallis Sand and Gravel and/or McNesby & Aubry, and further, he represents that no other person or party has any right to a lien on account of any work performed or material furnished to said Company.

Further affiant saith not.

Calvin T. Olson

SWORN TO before me and subscribed in my presence this 1 day of March 19 77.

Notary Public

8271

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1977

RECEIVED
FEB 22 1977
NORMA PAULUS
SECRETARY OF STATE

5180

FILED
FEB 22 1977
NORMA PAULUS
SECRETARY OF STATE

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, WA 98660

NOTED ON CARD
2-28-77

Gentlemen:

This is to acknowledge receipt of your claim statement for electric service in the amount of $5,095.48 furnished to McNesby & Aubry - Corvallis Sand & Gravel.

From the description given, this appears to be in connection with the Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract No. 8271, Sweet Home Section in Linn County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

This contract was completed on September 28, 1976, but has not yet been accepted by the State.

This claim is being noted in our records, and we are advising the surety and the principal contractor.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
FEB 23 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:sr

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

NOTED
C. W. HEAD

bc Mr. James W. Walton
Attorney at Law
P. O. Box 1067
Corvallis, OR 97330

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

DEPARTMENT OF JUSTICE

Memorandum

TO: Cecil Head
Commission Services

DATE: February 11, 1977

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Claim of Olson Electric against McNesby & Aubry
Corvallis Sand and Gravel

Treat this as a claim and send a copy of this claim to Jim Walton, the attorney for McNesby & Aubry. I talked to him on the phone and he indicated that they were negotiating with Olson Electric Company to get this claim paid and he thought it should be taken care of in the immediate future.

JLS:sb;hg

NOTED
C. W. HEAD

COPIES TO Region Office,
Construction & Sollis.
CWH:

NOTICE TO OREGON STATE HIGHWAY

(Public Body or Lender)

TO WITHHOLD
AND VERIFIED STATEMENT OF CLAIM OF

AGAINST

Prime Contractor: McNesby & Aubry - Corvallis Sand & Gravel
Subcontractor(if any)
Owner of Public Body: Olson Electric Company, Inc.
Improvement known as:

in the City of Sweet Home, County of Linn
State of
Washington, "claimant," a Corporation
(corp/partner/sold proprietorship)
furnished certain labor and/or materials used in that certain work of improvement situated in the City of Sweet Home, County of Linn
State of Oregon known as: (Name and address of project or improvement)
9th Avenue - 18th Avenue

That the said claimant sold and delivered to: McNesby & Aubry - Corvallis Sand & Gravel
(subcontractor/contractor/owner-builder)
erecting or constructing said work of improvement or a portion thereof; the aforesaid labor and/or materials being, to wit: (describe material and labor in detail)
Electric Service

Total value of material/labor agreed to be furnished	$37,096.65
Total value of material/labor actually furnished is	$ 37,096.65
Credit for materials returned, if any	$
Amount paid on account, if any	$ 32,001.17
Amount due after all just credits and offsets.	$ 5,095.48

AND YOU ARE HEREBY NOTIFIED to withhold sufficient monies held by you or due the above described project to satisfy claimant's demand in the amount of $ 5,095.48 as provided and in addition thereto sums sufficient to cover interest, court costs and reasonable costs of litigation, as provided by law.

A bond is not attached. (is/is not) (No bond required on public jobs)

Date 2/4/77
cc:

Name of Claimant:
Olson Electric Company, Inc.
(Firm Name)
By Calvin T. Olson President
(Official Capacity)

Subscribed and sworn to before me this
4th day of February, 19 77
Beverly C. Olson

NOTARY
STAMP

My commission Expires 4/1/77

Verification for Corporation

STATE OF Washington)
COUNTY OF Clark)

Calvin T. Olson
(Claimant or Person Verifying)
being first duly sworn, says that he is X President
(Official Capacity)
of Olson Electric Company, Inc.
(Exact Corporate Name)
the corporation that executed the foregoing claim; that he makes this affidavit on behalf of said corporation; that he has read said claim and knows the contents thereof; and that the facts stated therein are true.

X Calvin T. Olson
(Signature of Affiant)

Original of above notice received this day of , 19

AGAINST

Prime Contractor: McNesby & Aubry - Corvallis Sand & Gravel
Subcontractor (if any) _____
Owner of Public Body: Olson Electric Company, Inc.
Improvement known as: _____

in the City of Sweet Home, County of Linn
State of Washington, "claimant," a Corporation
(corp/partner/sold proprietorship)
furnished certain labor and/or materials used in that certain work of improvement situated in the City of Sweet Home, County of Linn
State of Oregon known as: (Name and address of project or improvement)
9th Avenue - 18th Avenue

That the said claimant sold and delivered to: McNesby & Aubry - Corvallis Sand & Gravel
(subcontractor/contractor/owner-builder)
erecting or constructing said work of improvement or a portion thereof; the aforesaid labor and/or materials being, to wit: (describe material and labor in detail)
Electric Service

Total value of material/labor agreed to be furnished	$37,096.65
Total value of material/labor actually furnished is	$ 37,096.65
Credit for materials returned, if any	$
Amount paid on account, if any	$ 32,001.17
Amount due after all just credits and offsets.	$ 5,095.48

AND YOU ARE HEREBY NOTIFIED to withhold sufficient monies held by you on the above described project to satisfy claimant's demand in the amount of $ 5,095.48 as provided and in addition thereto sums sufficient to cover interest, court costs and reasonable costs of litigation, as provided by law.

A bond is not attached. (No bond required on public jobs)
(is/is not)

Date 2/4/77
cc:

Name of Claimant:
Olson Electric Company, Inc.
(Print Name)
By _____
(Official Capacity) President

Subscribed and sworn to before me this 4th day of February, 19 77

_____

NOTARY Stamp

My commission Expires 4/1/77

Verification for Corporation

STATE OF Washington)
COUNTY OF Clark)

Calvin T. Olson
(Claimant or Representative)
being first duly sworn, says that he is X President
(Official Capacity)
of Olson Electric Company, Inc.
(Exact Corporate Name)
the corporation that executed the foregoing claim; that he knows the contents thereof; that he is authorized to make this verification in behalf of said corporation; that he has read said claim and knows the contents thereof; and that the same is true.

X _____
(Signature of Affiant)

Original of above notice received this _____ day of _____, 19

8271

December 21, 1976

McNesby & Aubry
P. O. Box "A"
Corvallis, OR 97330

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8271 for work on Ninth Avenue-18th Avenue (Sweet Home) in Linn County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 23 days to delete all liquidated damages is granted. This is due to change of excess disposal site, late added paving of utility strip and several added orders.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

JAB:fr ja

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 16, 1976

FILE: CON 5 #8271

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: 9th Ave.-18th Ave. (Sweet Home)
Contract No. 8271
Request for Time Extension

McNesby and Aubry, one of the joint venture contractors on this project, requests a 27-day extension on two reasons. The project was completed September 28, 1976 with only 23 days liquidated damages actually assessed at $100 per day. The two reasons cover time at the very beginning and at the very end of the contract period.

At the beginning of the project, the disposal site for excess materials had to be changed because the City got concerned about damage to a weak surface on a street on the haul route. At least 18 days elapsed with almost no activity on the project until an alternate site was cleared for use and the haul to it started immediately thereafter.

The last work done on the project was paving a so-called utility strip with concrete between the curb and sidewalk on a segment of the project. This was also at the request of the City and completion of the project was delayed through a weekend, so at least four days can be attributed to this late work. There are several other smaller work orders accumulated during the project which would easily justify the remaining one day. We therefore concur in a complete time extension of 23 days to delete all liquidated damages.

This is a State project. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR
Info | Inves | R/D | D/K | Sign | ... | File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8271 Contractor McNesby & Aubry

Highway Santiam

Section 9th Ave. - 18th Ave. (Sweet Home)

Kind of Work Grading, paving, traffic signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Delays in arranging an alternate waste area and arranging coordination with the City of Sweet Home more than justify the 23 calendar work day overrun. In addition, there was some extra work. Also, the bankruptcy of Corvallis Sand and Gravel Company, one of the joint venture partners, added to the time necesary to complete this project.

Construction Section recommends a complete time extension of 23 days to delete all liquidated damages, due to early change in disposal sites, late utility strip paving added, and several added orders.

Recommended for Approval:

Region Construction Engineer

Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

Contract No.	8271
Project designation	State (State Federal)
Date awarded	August 7, 1975
Work started	August 27, 1975
Per cent completed	100 9-28-76 (Date)
No. of Workdays Allowed	275 Calendar
No. of Workdays Used	298
No. of Added Workdays Requested	~~25~~ 27

SP*0386-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 11/5, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 275 days to 302 days, within which to complete our Contract No. 8271, without the assessment of liquidated damages. The said contract is described as follows:

9th. Ave. - 18th. Ave. Sweet Home : Santiam Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter (5 copies) addressed to J. M. Martin, Resident Engineer, dated 11/5/76, for details of Request.

Respectfully submitted,

McNESBY & AUBRY
Contractor

By B. B. Aubry, President

CONSENT OF SURETY

Date 11/5, 1976

We, UNITED PACIFIC INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ben Bates
Attorney-in-fact

(SEAL)

Bates & Bates, Inc.
Resident Agent

TELEPHONE
AREA CODE 503
753-6691

CHEVRON
Heating Fuels

RESIDENTIAL
CHEVRON FURNACES
CHEVRON OIL BURNERS

CHEVRON HEATING FUELS

McNESBY & AUBRY

Oil to Burn

P.O. BOX "A", CORVALLIS, OREGON 97330

OFFICE AND PLANT
LOCATED AT CORNER OF
S.W. 14TH & "A" AVENUE

OIL HEATS BEST

INDUSTRIAL
RAY OIL BURNERS
RAY PACKAGED BOILERS

11/5/76

State of Oregon,
Oregon State Highway Division,
1010 Airport Road,
Albany, Oregon 97321

Attention: J. M. Martin, Resident Engineer

Subject: OSHD Contract #8271
9th. Ave. - 18th. Ave. : Sweet Home

Attached is our formal request (5 copies) for our increase in number of workdays to complete the subject construction contract. Our request for 27 additional days is based on the following reasons for delay.

At the preconstruction conference the City of Sweet Home introduced a request that hauling, of excavated materials, to the Oregon State Highway Division designated dumpsite, via 18th Street be avoided.

8
12
20

Therefore excavation sequence of work was delayed from August 23, 1975 to September 12, 1975 waiting for the Oregon State Highway Division to determine an alternate dumpsite.

Lost days due to change of dumpsite: 21 days.

During the work on stage II the City of Sweet Home requested that the median from 15th Street westerly to 18th Street be paved. Due to the existence of two-way traffic and the resulting hazard, the decision by Oregon State Highway Division was made to delay work on the median until all work on stage III was completed.

The City of Sweet Home excavated the median, as agreed, on September 22 & 23, 1976. Excavated grade was checked on 9/24/76 and it was found that the City personnel had overexcavated. On 9/27/76 the City of Sweet Home agreed to reimburse the Contractor for the difference required to pave the median. On 9/28/76 the median was paved.

Lost days due to change in median specifications: 6 days.

Your cooperation on the above is appreciated.

Yours very truly,

McNESBY & AUBRY

B B Aubry

E. B. Aubry, President

BBA:nlm

B B Aubry

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: 9th Ave. - 18th Ave. (Sweet Home)	SECTION: 9th Ave. 18th Ave. (Sweet Home)	WEEK ENDING: 11-13-76
	HIGHWAY: Santiam Highway	SECTION PREFIX: 22-0504
		COUNTY: Linn
CONTRACTOR: McNeeby & Aubry, Inc.	KIND OF WORK: Grading, Paving & Signals	
DATE OF CONTRACT: 8-7-75	CONTRACT NUMBER: 8271	FEDERAL AID PROJECT NUMBER: State
	DATE WORK STARTED: 8-27-75	[redacted] COMPLETION DATE: 9-28-76
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 275	CALENDAR DAYS USED 298
PROJECT AUTHORIZATION: $492,931.64	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 108%
EXCLUSIVE OF ENGINEERING: $453,844.55	ENGINEERING AUTHORIZATION $39,087.09	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $406,841.40	ENGINEERING COST TO DATE $66,450.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90%
ESTIMATED PERCENT: [redacted] UNDERRUN 10 %	PERCENT OF AUTHORIZATION 170 %	DATE PROJECT WAS COMPLETED: 9-28-76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.56				0.56
MILES PARTIALLY COMPLETED	0.56				0.56
MILES COMPLETED	0.56				0.56
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,540 CY				17,870 Ton
TOTAL QUANTITIES CORRECTED TO DATE	9,000 CY				16,217 "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9,000 CY				16,217 "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Nov.	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7	Cloudy			
MONDAY 8	Partly cloudy			
TUESDAY 9	Partly cloudy			
WEDNESDAY 10	Partly cloudy			
THURSDAY 11	Cloudy			
FRIDAY 12	Cloudy			
SATURDAY 13	Cloudy			

Routing
Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
NOV 15 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Nov. SUNDAY 7	
MONDAY 8	No activity.
TUESDAY 9	No activity.
WEDNESDAY 10	No activity.
THURSDAY 11	No activity. Holiday.
FRIDAY 12	No activity.
SATURDAY 13	

REMARKS

Pickup items complete except for patching grout under signal poles and replacing pull box cover plates. These items will be completed as soon as contractor receives the cover plates from the manufacturer.

The semi-final will be submitted 11-15-76.

Final Report

SIGNED _____ LOCATION Albany

J. M. Martin
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8271

1

November 8, 1976

Coral Corporation
P. O. Box 248
Gladstone, OR 97027

NOTED ON CARD
11-8-76

Attention: Larry Arnold
Accountant

Gentlemen:

Thank you for your letter of November 5, 1976, informing us that your claim in the amount of $4,936.91 filed on January 20, 1976, against the bond taken from Corvallis Sand & Gravel Company and McNeeby & Aubry, Inc., Contract No. 8271 has been paid in full.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc McNeeby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 256 248
GLADSTONE, OREGON 97027

November 5, 1976

Oregon State Highway Division
121 State Highway Bldg.
Salem, Oregon 97310

ATTN: C.W. Head

Gentlemen:

Our claim in the amount of $4,936.91 filed on January 20, 1976 against the bond taken from Corvallis Sand & Gravel, Inc. and McNesby & Aubry, Inc., a joint venture, and United Pacific Insurance Company, 700 NE Multnomah Street, Suite 600, Portland, Oregon 97232 for work on Oregon State Highway Division Contract No. 8271, 9th Avenue-18th Avenue, Sweet Home Section has been paid in full.

Sincerely,

Larry Arnold

Larry Arnold
Accountant

LA/sls

CC: McNesby & Aubry, Inc.
United Pacific Insurance Co.

NOTED
C. W. HEAD

RECEIVED
NOV 8 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8271

8-31-76

BK-10-3

IN THE

United States District Court

FOR THE

District of Oregon

Division

RECEIVED
STATE HWY ENGR
SEP 1 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

IN THE MATTER OF

CORVALLIS SAND & GRAVEL, a corporation

Debtor.

IN BANKRUPTCY
CHAPTER XI
NO. B76-244

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named debtor,
☒ A hearing in said cause,

will be held at Albany City Council Chambers, 240 West Second Street in the city of Albany, State of Oregon, on the 10th day of September, 19 76, at 2:00 o'clock P M., to consider and act upon the following matters:

Applications for allowances for administrative expenses have been made as follows:

Long, Bodtker and Post, Attorneys for Debtor		Jerome E. LaBarre Attorney for Creditors' Committee	
Attorney fees	$31,800.00	Attorney fees	$7,746.00
Expenses	549.77	Costs & Expenses	339.14

The applications will be heard and acted upon at the meeting and examined pursuant to Bankruptcy Rules 219 and 11-29.

The attorney for the Creditors' Committee has also applied for an order appointing Robert Mix as attorney for the debtor for the special purpose of pursuing litigation now docketed in the United States Supreme Court as cases numbered 75-567 and 75-577 provided that if no recovery for the benefit of creditors results from such litigation then no attorney's fees, costs or disbursements shall be recoverable from the creditors of the debtor's Chapter XI estate herein, and in the event of any recovery and award of attorney fees, and costs they shall be pro-rated in direct proportion to the benefits received from the litigation by Citizens Bank of Corvallis and benefits received by general creditors of the debtor.

and transact such other business as may properly come before the meeting.
DATED: August 31, 1976 at Eugene, Oregon

C.E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8271

B

July 27, 1976

Mr. Robert L. Miller
Bond Claim Department
United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, WA 98402

Dear Mr. Miller:

B. B. Aubry, President of McNeeby & Aubry, has requested that we send future Contract Payment Vouchers and Warrants to them at P. O. Box "A", Corvallis, Oregon 97330, covering Oregon State Highway Contracts 8271 (Sweet Home) and 8307 (Corvallis-Lebanon Highway).

Does this have your approval?

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

bc: Jack Sollis
C. T. Keasey
Dick Hacak

AREA CODE 503
753-6691

CHEVRON
Heating Fuels

RESIDENTIAL
CHEVRON FURNACES
CHEVRON OIL BURNERS

McNESBY & AUBRY

Oil to Burn

P.O. BOX "A", CORVALLIS, OREGON 97330

7/12/76

AND PLANT
LOCATED AT CORNER OF
S.W. 14TH & "A" AVENUE

INDUSTRIAL
RAY OIL BURNERS
RAY PACKAGED BOILERS

Mr. J. M. Martin, Resident Engineer,
Oregon State Highway Division,
1010 Airport Road,
Albany, Oregon 97321

Subject: OSHD Contract #8271
9th Avenue - 18th Avenue: Sweet Home

Dear Sir:

Effective as of the above date, please notify the necessary departments of OSHD, Salem, Oregon to send all current and future Contract Payment Vouchers and Warrants, on the above Contract, to the following address.

McNESBY & AUBRY,
P. O. Box "A",
Corvallis, Oregon 97330

Thank you for your cooperation.

Yours very truly,

McNESBY & AUBRY

B. B. Aubry, President

BBA:nlm

cc: Cecil Head
Contract Paymts

RECEIVED
JUL 19 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
JUL 14 19[illegible]
J.M. MARTIN, Res Engr.
RE AR OE

8271

45

July 19, 1976

Mr. Robert L. Miller
Bond Claim Department
United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington 98402

Dear Mr. Miller:

Reference is made to your letter of June 7, 1976, concerning the Corvallis Sand and Gravel Co., and McNesby and Aubry, Inc., Contracts Nos. 8149, 8156, 8229, 8271 and 8307.

ok 7/23 opy

As outlined in your letter, payments on these contracts are being made and sent to McNesby and Aubry, Inc., % James Walton, Attorney at Law, P.O. Box 1067, Corvallis.

Attached is a copy of a letter from B. B. Aubry dated July 12, 1976, to our Resident Engineer Richard E. Nelson at Corvallis. Mr. Aubry is requesting that we send future payments on Contract 8156, Gellatly Summit-Wren Section to McNesby and Aubry, P.O. Box "A", Corvallis, OR 97330. Do you concur?

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

Att.

cc Jack Sollis
C. T. Keasey

FORM 81.734.3030

Jackmond — JUL 16 1976 — Berg
Harwood
Johnson (C)
Walker

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE — CONSTRUCTION SECTION — FILE: 2-1079

Corvallis, OR
July 14, 1976

FROM: Richard E. Nelson
Resident Engineer

SUBJECT: Contract 8156
Gellatly Summit-Wren Section
Corvallis-Newport Highway

TO: C. O. Fredrickson
REGIONAL ENGINEER

McNesby & Aubry has requested. (copy of letter attached). that future payments now be mailed directly to them, instead of through their attorney.

With your concurrance. please forward the request for appropriate action.

attachment

7-16-76
Copy ~~of Original~~ w/attachment sent to Cecil Head. ✓
Cecil will check to see if there is any hold by the bonding company & take appropriate action.
R. Richards

TELEPHONE
AREA CODE 503
753-6691

CHEVRON
Heating Fuels

RESIDENTIAL
CHEVRON FURNACES
CHEVRON OIL BURNERS

CHEVRON HEATING FUELS

McNESBY & AUBRY

Oil to Burn

P.O. BOX "A", CORVALLIS, OREGON 97330

7/12/76

OFFICE AND PLANT
LOCATED AT CORNER OF
S.W. 14TH & "A" AVENUE

HEATS BEST

INDUSTRIAL
RAY OIL BURNERS
RAY PACKAGED BOILERS

Mr. Richard E. Nelson, Resident Engineer,
Oregon State Highway Division,
3700 Philomath Highway,
Corvallis, Oregon 97330

Subject: OSHD Contract #8156
Gellatly Summit - Wren Section

Dear Sir:

Effective as of the above date, please notify the necessary departments of OSHD, Salem, Oregon to send all current and future Contract Payment Vouchers and Warrants, on the above Contract, to the following address.

McNESBY & AUBRY,
P. O. Box "A",
Corvallis, Oregon 97330

Thank you for your cooperation.

Yours very truly,

McNESBY & AUBRY

B. B. Aubry, President

BBA:nlm

NOTED
R. E. Nelson

RECEIVED

JUL 13 1976

RESIDENT ENGR.
R. E. NELSON

271

July 16, 1976

Brand, Lee, Ferris & Rubick
Attorneys at Law
821 Saginaw St. S.
Salem, OR 97302

Attention: Mrs. Marion B. Rubick

Gentlemen:

Thank you for your letter of July 12 informing us that your claim has been paid in full by McNeeby & Aubry, Inc., in connection with Contract No. 8271 in Linn County.

Our records indicate that your claim was for aluminum culvert pipe and accessories supplied to the contractor in the amount of $4,001.

This information is being noted in our records and we will advise the surety and the principal contractors of the receipt of your letter.

Very truly yours,

C. W. Hand
COMMISSION SERVICES

CWH:sr

cc McNeeby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Mailed on card

BRAND, LEE, FERRIS & EMBICK
ATTORNEYS AT LAW
521 SAGINAW STREET S.
SALEM, OREGON 97302

(503) 588-1500

THOMAS B. BRAND
RICHARD D. LEE
EVELYN SCOTT FERRIS
MARION B. EMBICK

12 July 1976

Mr. C. W. Head
Commission Services
Department of Transportation
State Highway Building
Salem, OR 97310

Re: Corvallis Sand & Gravel
Account, Highway Contract
No. 8271

Dear Mr. Head:

By means of this letter I am advising your office that this claim has been paid in full by the contractor, McNesby & Aubry, Inc..

Very truly yours,

BRAND, LEE, FERRIS & EMBICK

Marion B Embick

(Mrs.) MARION B. EMBICK

MBE:bk
cc: Mr. H. C. Law

RECEIVED
JUL 14 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

271

Files 15

DEPARTMENT OF TRANSPORTATION

5703

FILED
JUL 2 1976
CLAY MYERS
SECRETARY OF STATE

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 2, 1976

Mrs. Marion B. Embick
Brand, Lee, Ferris & Embick
Attorneys at Law
821 Saginaw Street S.
Salem, OR 97302

TED O
7-16-76

Dear Mrs. Embick:

This will acknowledge receipt of your letter of June 23, 1976, on behalf of Kaiser Aluminum & Chemical Corporation advising that Corvallis Sand & Gravel Co. and McNeeby & Aubry, Inc. owes them for aluminum culvert pipe and accessories in the amount of $4,001.

From the description given in your letter, this appears to be in reference to the Corvallis Sand & Gravel Co. and McNeeby & Aubry, Inc. Contract No. 8271, 9th Ave.-18th Ave. (Sweet Home) Section in Linn County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

McNeeby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SERVICES

BRAND, LEE, FERRIS & EMBICK
ATTORNEYS AT LAW
521 SAGINAW STREET S.
SALEM, OREGON 97302

(503) 588-1500

THOMAS B. BRAND
RICHARD D. LEE
EVELYN SCOTT FERRIS
MARION B. EMBICK

23 June 1976

Mr. Cecil Head, Director
Commission Services
State of Oregon Highway
Division
Room 121
State Highway Building
Salem, OR 97310

Re: Notice of Claim by Supplier,
Highway Contract #8271
Claimant: Kaiser Aluminum
& Chemical Corp.

Dear Mr. Head:

By means of this letter I am giving formal notification to the Oregon Highway Division on behalf of Kaiser Aluminum & Chemical Corporation, a California corporation, for the supplying of materials, to wit, aluminum culvert pipe and accessories, in the sum of $4,001, against the performance bond taken from United Pacific Insurance Company, surety, and Corvallis Sand & Gravel Co. and McNesby & Aubrey, Inc., principal, also the contractor on this highway contract.

The contract was for paving to be performed in Linn County, Oregon, on the Santiam Highway, Ninth Avenue to 18th Avenue (Sweet Home) Section.

I enclose original and a copy of this letter and request that you forward notice to the office of the Secretary of State.

Very truly yours,

BRAND, LEE, FERRIS & EMBICK

(Mrs.) MARION B. EMBICK

MBE:bk
Enc.
cc: Mr. H. C. Law
Mr. J. W. Walton

RECEIVED
JAN 21 1977
SECRETARY OF STATE
DEPARTMENT OF TRANSPORTATION

8271

Files

RECEIVED
JUN 21 1 39 PM
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

June 17, 1976

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

5701

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, WA 98660

FILED
JUN 21 1976
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
7-16-76

Gentlemen:

This is to acknowledge receipt of your Notice of Claim advising us that McNesby & Aubry, Inc., owes you for material and labor in the amount of $33,781.66.

This appears to be in reference to the Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract No. 8271, 9th Avenue-18th Avenue (Sweet Home) Section Project in Linn County.

The United Pacific Insurance Company through Bates & Bates, Inc., furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O.Box 1216
Tacoma, WA 98401

McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

bc Jack Sollis

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE TO Oregon State Highway Commission
Room 121 State Highway Building, Salem, Oregon
(Public Body or Lender)

TO WITHHOLD
AND VERIFIED STATMENT OF CLAIM OF

Olson Electric Company, Incorporated

AGAINST

Prime Contractor: McNesby & Aubry, Inc.
Subcontractor(if any) --
Owner of Public Body: Oregon State Highway Division
Improvement known as: 9th Avenue - 18th Avenue Linn County SO 1940-03
in the City of Sweet Home, County of Linn
State of Oregon
Olson Electric Company, Inc., "claimant," a Corporation
(corp/partner/sold proprietorship)
furnished certain labor and/or materials used in that certain work of improvement situated in the City of Sweet Home, County of Linn
State of Oregon known as: (Name and address of project or improvement)
Oregon State Highway Division - 9th Avenue - 18th Avenue

That the said claimant sold and delivered to: McNesby & Aubrey, Inc.
(subcontractor/contractor/owner-builder)
erecting or constructing said work of improvement or a portion thereof; the aforesaid labor and/or materials being, to wit: (describe material and labor in detail)
Electrical

Total value of material/labor agreed to be furnished $33,781.66

Total value of material/labor actually furnished is	$ 33,781.66
Credit for materials returned, if any	$ --
Amount paid on account, if any	$ --
Amount due after all just credits and offsets.	$ 33,781.66

AND YOU ARE HEREBY NOTIFIED to withhold sufficient monies held by you on the above described project to satisfy claimant's demand in the amount of $33,781.66 as provided Oregon State Bond Law - 1969 Amendand in addition thereto sums sufficient to cover interest, court costs and reasonable costs of litigation, as provided by law.

A bond Is not attached. (No bond required on public jobs)
(is/is not)

Date 6/7/76
cc:

Name of Claimant:
Olson Electric Company, Inc.
(Firm name)
By Calvin T. Olson
President
(Official Capacity)

Subscribed and sworn to before me this 7th day of June, 1976
Rosaly C. Divens

NOTARY STAMP

My commission Expires 4/1/77

Verification for Corporation

STATE OF Washington
COUNTY OF Clark) ss.

Calvin T. Olson
(Claimant or Representative)
being first duly sworn deposes and says that X he is President
(Official Capacity)
of Olson Electric Company, Inc.
(Exact Corporate Name)
the corporation that executed the foregoing claim; that X he makes this verification on behalf of said corporation; that X he has read said claim and knows the contents thereof, and that the facts therein stated are true.

X Calvin T. Olson
(Signature of Affiant)

RECEIVED
JUN 10 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Original of above notice received this _____ day of _____, 19____

AGAINST

Prime Contractor: McNesby & Aubry, Inc.
Subcontractor(if any) --
Owner of Public Body: Oregon State Highway Division
Improvement known as: 9th Avenue - 18th Avenue Linn County
SO 1940-03
in the City of Sweet Home, County of Linn
State of Oregon
Olson Electric Company, Inc., "claimant," a Corporation
(corp/partner/sold proprietorship)
furnished certain labor and/or materials used in that certain work of improvement situated in the City of Sweet Home, County of Linn
State of Oregon known as: (Name and address of project or improvement)
Oregon State Highway Division - 9th Avenue - 18th Avenue

That the said claimant sold and delivered to: McNesby & Aubrey, Inc.
(subcontractor/contractor/owner-builder)
erecting or constructing said work of improvement or a portion thereof; the aforesaid labor and/or materials being, to wit: (describe material and labor in detail)
Electrical

Total value of material/labor agreed to be furnished $33,781.66
Total value of material/labor actually furnished is . . . . . $ 33,781.66
Credit for materials returned, if any . . . . . $ --
Amount paid on account, if any . . . . . $ --
Amount due after all just credits and offsets. . . . . $ 33,781.66

AND YOU ARE HEREBY NOTIFIED to withhold sufficient monies held by you on the above described project to satisfy claimant's demand in the amount of $33,781.66 as provided Oregon State Bond Law - 1969 Amendand in addition thereto sums sufficient to cover interest, court costs and reasonable costs of litigation, as provided by law.

A bond Is not attached. (No bond required on public jobs)
(is/is not)

Date 6/7/76
cc:

Name of Claimant:
Olson Electric Company, Inc.
(Firm name)
By Calvin T. Olson
President
(Official Capacity)

Subscribed and sworn to before me this 7th day of June, 1976

Rosaly C. Divens

NOTARY STAMP

My commission Expires 4/1/77

Verification for Corporation

STATE OF Washington)
COUNTY OF Clark) ss.
)

Calvin T. Olson
(Claimant or Representative)
being first duly sworn deposes and says that X he is President
(Official Capacity)
of Olson Electric Company, Inc.
(Exact Corporate Name)
,
the corporation that executed the foregoing claim; that X he makes this verification on behalf of said corporation; that X he has read said claim and knows the contents thereof, and that the facts therein stated are true.

X Calvin T. Olson
(Signature of Affiant)

RECEIVED
JUN 10 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Original of above notice received this _____ day of _____, 19____

8271

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 Highway Building

June 11, 1976

United Pacific/Reliance Insurance Companies
728 St. Helens Avenue
Tacoma, WA 98402

RE: Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

ATTENTION: Mr. Robert L. Miller
Bond Claim Department

Dear Bob:

In reply to your letter of June 7, 1976, please be advised that we are clear to make payments on all the contracts except two for which corrected payrolls have not been received.

I have been advised by Jim Walton that the corrected payrolls will be received shortly, and at that time payments will be made.

By copy of this letter I am requesting the Accounting Section to send you a copy of all payment estimates.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb

cc: ~~C~~. W. Head
Dick Hacek

UNITED PACIFIC/RELIANCE
728 ST HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206 — 383-1481

June 7, 1976

C. W. Head
Commission Services
State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Mr. Jack Sollis
Assistant Attorney General
Department of Transportation
Highway Building
Salem, Oregon 97310

Gentlemen:

Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

Confirming our discussion this date with yourself and Mr. Jack Sollis, Assistant Attorney General for the Department of Transportation, we advise you that United Pacific Insurance Company, as surety on the Performance Bonds on the above project, has no objections to payments on the above contracts being made and sent to McNesby & Aubry, Inc., c/o James W. Walton, Attorney at Law, P. O. Box 1067, Corvallis, Oregon.

United Pacific would appreciate receiving a copy of the payment estimates as they are approved and payment is made on each of the above bonded projects.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

jc

cc: James Walton
McNesby & Aubry, Inc.
Kohnen Larson & Co.
Eugene Bonds

7/12

RECEIVED
JUN 9 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

THOMAS & JOHNSON
ATTORNEYS AT LAW
312 S.W. JEFFERSON AVE.
P. O. BOX 415
CORVALLIS OREGON 97330

PHONE 752-5121

JOHN D. THOMAS
LAVERNE M. JOHNSON

GEORGE B. HEILIG

NOTED
[illegible]

RECEIVED
JUN 07 1976
LEGAL

May 26, 1976

* OK to pay subject to receipt of corrective progress estimate (JCS)

Mr. Jack Sollis
State Highway Department
Salem, Oregon 97310

Mr. James C. Rhodes
Department of Justice
100 State Office Building
Salem, Oregon 97310

Re: McNesby & Aubry - Corvallis Sand - Citizens Bank of Corvallis

Gentlemen:

You are hereby authorized to pay all funds received from the following State Highway and bonded jobs to McNesby & Aubry, Inc.

PAY ADD (JCS)

$2227 1) Oregon State Highway Department - Elks Drive - Conifer.

* $1117 2) Albany Avenue. PAYROLLS NOT PAID

3) Independence Airport.

$3097 4) Oregon State Highway Department - Highway 34.

* $1576 5) Oregon State Highway Department - Wren/Gellatly.

* $2771 6) OSHD - Sweethome. CONNECT PAYROLL #1

PAYROLLS ADDENDA

We will look to McNesby & Aubry under separate agreements for the portion thereof applicable to the claim of the City of Corvallis.

Yours very truly,

LaVerne M. Johnson

LMJ:jm
cc: James W. Walton
P. O. Box 1067
Corvallis, Oregon 97330

NOTED
C. W. HEAD

RINGO, WALTON & EVES

ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

May 21, 1976

NOTED
JACK L. SOLLIS

RECEIVED
MAY 24 1976
LEGAL

Mr. Jack Sollis
State Highway Department
Salem OR

Mr. James C. Rhodes
Department of Justice
100 State Office Building
Salem OR 97310

Gentlemen:

Re: Corvallis Sand & Gravel - Citizens Bank - McNesby & Aubry

The Citizens Bank and McNesby & Aubry, Inc. have reached an arrangement. I anticipate that you will receive a letter from LaVerne Johnson, Counsel for the Bank, directing that all funds under State Highway jobs and the Independence Airport job be paid directly to McNesby & Aubry, Inc.

We have made an arrangement with the Citizens Bank mutually detailing our respective interests in these jobs.

Very truly yours,

J.W. Walton

jr

NOTED
C. W. HEAD

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 757-1213

UNITED PACIFIC/RELIANCE

726 ST HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

April 27, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head
Commission Services

Gentlemen:

Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

Reference your letter of April 9th addressed to United Pacific and your letter of April 12th addressed to Thomas & Johnson, Attorneys, and Attorney Walton's letter of April 21, 1976, addressed to your office with respect to the contract funds due or to become due on the above bonded contracts. United Pacific does object to any funds due or to become due being paid direct to Citizens Bank of Corvallis. However, we do not object to the funds being paid to the joint venture as long as they are mailed to Attorney James W. Walton. As surety on the bonds, we must insist any contract funds due or to become due are used to complete the work on these contracts and pay valid labor, material and/or other statutory claims or liens arising out of these projects.

We understand Attorney Walton has been negotiating with the counsel for Citizens Bank on matters relating to any claim which the bank may have relating to these jobs.

Your cooperation is requested and will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

jc

cc: James Walton
McNesby & Aubry, Inc.
Eugene Claims

Xerox copy 4-30-76

RECEIVED
APR 30 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RINGO, WALTON & EVES

ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

April 21, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem OR 97310

Dear Mr. Head:

Re: Corvallis Sand and Gravel Co./McNesby & Aubry, Inc.

On behalf of McNesby and Aubry, we object to the payment of any funds directly to Citizen's Bank alone from any other State contracts.

To our knowledge, Citizen's Bank has a claim against one of the above-mentioned jobs, that being Albany Avenue.

We anticipate being able to resolve with Citizen's Bank any claims under these jobs.

As you are aware, McNesby and Aubry have undertaken the completion of each of these jobs.

Very truly yours,

J. W. Walton
sig
cc: Jack Sollis
LaVerne Johnson
Bob Miller
Burt Aubry
David Smith

RECEIVED
APR 22 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

605 S.W JEFFERSON AVENUE • P O BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 757-1213

April 12, 1976

Thomas & Johnson
Attorneys at Law
P. O. Box 415
Corvallis, OR 97330

Attn: George B. Heilig

Gentlemen:

Reference is made to your letter of April 7, 1976, concerning Corvallis Sand & Gravel Company and McNeaby & Aubry, Inc., Contracts 8149, 8156, 8229, 8271 and 8307. Mr. Willard Bodtker's letter was received in this office on April 8, 1976.

After consulting with Mr. Jack Sollis, Assistant Attorney General for the Department of Transportation, a letter was written to the United Pacific Insurance Company in Tacoma, Washington, asking if they objected if the State released future payments on these contracts to the Citizens Bank of Corvallis.

Just as soon as we hear from the surety we will advise you of the payments.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc Jack Sollis

April 9, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Attention: Robert Miller

Gentlemen:

Do you have any objections if the State releases future payments of Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract Nos. 8149, 8156, 8271, 8307 and 8229 to the Citizens Bank of Corvallis?

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

bc Jack Sollis

DEPARTMENT OF JUSTICE

Memorandum

TO: C. W. Head
Manager, Commission Services

DATE: April 9, 1976

FROM: Jack L. Sollis JLS clh
Assistant Attorney General

SUBJECT: Accounts Receivable
Corvallis Sand & Gravel

I would check with the surety company and see if it is satisfactory with them to release payments to the Citizens Bank of Corvallis as indicated by prior correspondence from them and Mr. Walton, attorney for McNesby and Aubry.

I would do everything I could to expedite payments to the Citizens Bank so they can get creditors paid off and get McNesby and Aubry back on the road to getting these contracts complete. If you have any questions give me a call.

JLS:clh

PHONE 752-5121

THOMAS & JOHNSON
ATTORNEYS AT LAW
312 S.W. JEFFERSON AVE.
P. O. BOX 415
CORVALLIS, OREGON 97330

JOHN D. THOMAS
LAVERNE M. JOHNSON

GEORGE B. HEILIG

April 7, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, OR 97310

RE: Corvallis Sand & Gravel - Oregon State Highway Department

Dear Mr. Head:

This is to memorialize our telephone conversation of April 6, 1976 wherein we reviewed your letter of March 22, 1976 to Mr. Willard Bodtker, attorney for Corvallis Sand & Gravel.

You will recall during our telephone conversation that I indicated to you that I had spoken with Mr. Bodtker April 5, 1976 and that he was sending to you a letter of clarification substantially in the form attached hereto pursuant to which you may release any monies due and owing to Corvallis Sand & Gravel pursuant to certain contracts with the Oregon State Highway Department to the order of Citizens Bank of Corvallis.

On behalf of Citizens Bank of Corvallis, we look forward to receiving those remittances at your earliest convenience.

Very truly yours,

George B. Heilig

GBH/dw
enc.
cc: Mr. Willard Bodtker
Mr. James Walton
Mr. Alden Toevs

RECEIVED
APR 13 1976
CONSTRUCTION SERVICES
DEPARTMENT OF TRANSPORTATION

To: Account Receivable

Gentlemen:

It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe to Corvallis Sand & Gravel. Please be advised that you should follow the directions of the letter you originally received from Citizens Bank of Corvallis and payments should be directed to their order.

Payments made to our office pursuant to our notice will be credited to your account.

Your early attention to this matter will be appreciated and if you have any questions, please direct your inquiries to Citizens Bank of Corvallis.

Very truly yours,

Willard Lodtler

RECEIVED
APR 12 1976
COMMISSION
DEPARTMENT OF TRANSPORTATION

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

TELEPHONE 926-5504
POST OFFICE BOX 40

TO: ACCOUNTS RECEIVABLE OF CORVALLIS SAND & GRAVEL COMPANY

FROM: WILLARD BODTKER
ATTORNEY FOR CORVALLIS SAND & GRAVEL COMPANY

RE: FUTURE PAYMENTS ON ACCOUNTS OWING TO CORVALLIS SAND & GRAVEL COMPANY

DATE: APRIL 6, 1976

It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe to Corvallis Sand & Gravel. Please be advised that you should follow the directions of the letter you originally received from Citizens Bank of Corvallis and payments should be directed to their order.

Payments made to our office pursuant to our notice will be credited to your account.

Your early attention to this matter will be appreciated and if you have any questions, please direct your inquiries to Citizens Bank of Corvallis.

RECEIVED
APR 8 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION

Jack Sollis
Legal Branch

April 6, 1976

C. W. Head
Commission Services

Corvallis Sand and Gravel Company

I received a telephone call today from George Heilig, one of the attorneys for the Citizens Bank of Corvallis, regarding our letter to Willard Bodtker dated March 22, 1976 (Corvallis Sand and Gravel problem). Attached is a copy of our letter to Willard Bodtker.

Heilig stated that he had talked to Bodtker yesterday. Due to administrative lag, he said we will be getting a letter from Bodtker which he read as follows:

> "To all accounts:
>
> It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe as Corvallis Sand and Gravel.
>
> Please be advised that you should follow the directions of the letter originally received from the Citizens Bank in Corvallis. Payments should be directed to their order. Payments made to our office pursuant to our notice will be credited to your account.
>
> Your early attention to this matter will be appreciated. If you have any questions, please direct your inquiries to Citizens Bank in Corvallis."

Attached is a copy of the letter we originally received from Citizens Bank of Corvallis.

Heilig said he felt this would satisfy our inquiry of March 22. Mr. Heilig indicated he would send a letter to us today confirming this telephone call with a carbon copy to Bodtker.

Heilig suggested that I call Bodtker to confirm that those payments be sent to Citizens Bank in Corvallis (Bodtker's telephone number - 926-5504). I told Heilig that I would pass this information on to you, Jack.

CWH:sr
Att.

8271

Files

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

3098

June 1, 1976

Central Credit Corporation
1760 S.W. Third
Corvallis, OR 97330

FILED
JUN 2 1976
CLAY MYERS
SECRETARY OF STATE

NOTED 0
7-16-76

Gentlemen:

This is in reference to your Notice of Claim of May 19, 1976, on behalf of Truax Oil, Inc., stating that Corvallis Sand and Gravel Co. and McNeeby & Aubry, Inc. owes them for diesel fuel in the amount of $459.24.

This appears to be in reference to the Corvallis Sand and Gravel Co. and McNeeby & Aubry, Inc. Contract No. 8271, 9th Ave.-18th Ave. (Sweet Home) Section of the Santiam Highway in Linn County.

United Pacific Insurance Company furnished the bond on this contract. We will advise the surety of the receipt of this claim and will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Corvallis Sand & Gravel Co.
and McNeeby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

May 19, 1976

TO: Department of Transportation
Highway Division
State Highway Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN: That the undersigned, CENTRAL CREDIT CORPORATION, assignee, has a claim for diesel fuel furnished by Truax Oil, Inc., to Corvallis Sand and Gravel, in the sum of $459.24, against the bond taken from Corvallis Sand and Gravel Company, McNesby & Aubry, Inc., principals, and United Pacific Insurance Company, sureties, upon the bond for work on 9th-18th Avenue, Sweet Home, Linn County, Oregon. Said diesel fuel was furnished September through November, 1975.

CENTRAL CREDIT CORPORATION

1760 S.W. Third
Corvallis, Oregon 97330

By Neal Shelton

cc: Secretary of State
Salem, OR 97310

RECEIVED
MAY 25 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8271

15

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

May 19, 1976

Econolite
3360 E. La Palma
Anaheim, CA 92806

ED O RD
7-16-76

3091

FILED
MAY 21 1976
CLAY MYERS
SECRETARY OF STATE

Gentlemen:

This is to acknowledge receipt of your claim informing us that you have delivered materials to Olson Electric Company (subcontractor) in the amount of $8,845. From the description given, this appears to be in reference to the Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., Contract No. 8271, 9th Ave.-18th Ave. (Sweet Home) Section of the Santiam Highway in Linn County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RETURN RECEIPT REQUESTED
CERTIFIED MAIL

NOTICE TO Oregon State Highway Commiss
Room 121 State Highway Bldg., Salem, Oregon
(Public Body or Lender)

TO WITHHOLD

AND VERIFIED STATEMENT OF CLAIM OF
Econolite, a Division of Altec Corporation

AGAINST

Prime Contractor: Corvallis Sand & Gravel & McNesby & Aubry, Inc., JV
Subcontractor *(if any)* Olson Electric Co.
Owner or Public Body: OSHD
Improvement known as 9th Avenue - 18th Avenue, Linn County
S.O. 1940-03
in the City of Sweet Home, County of Sweet Home, Linn,
State of Oregon

Econolite, a Division of Altec Corporation, "claimant," a Corporation
(Corporation/Partnership/Sole Proprietorship)
furnished certain labor and/or materials used in that certain work of improvement situated in the City of Sweet Home, County of Sweet Home, Linn,
State of Oregon, known as: *(name and address of project or improvement)*
OSHD 9th Avenue - 18th Avenue

That the said claimant sold and delivered to:
Olson Electric Company
(Subcontractor/Contractor/Owner-Builder)
erecting or constructing said work of improvement or a portion thereof; the aforesaid labor and/or materials being, to wit: *(describe material and labor in detail)*
Traffic Signal and/or Lighting Equipment

Total value of material/labor agreed to be furnished $8,845.00
Total value of material/labor actually furnished is ..... $ 8,845.00
Credit for materials returned, if any ..... $ None
Amount paid on account, if any ..... $ None
Amount due after all just credits and offsets ..... $ 8,845.00

AND YOU ARE HEREBY NOTIFIED to withhold sufficient monies held by you on the above described project to satisfy claimant's demand in the amount of $8,845.00, as provided Oregon State Bond Law - 1969 Amendment and in addition thereto sums sufficient to cover interest, court costs and reasonable costs of litigation, as provided by law.

A bond is not attached. *(No bond required on public jobs)*
(is/is not)

Date May 4, 1976

cc: Corvallis Sand & Gravel JV
McNesby & Aubry, Inc. JV
Olson Electric Co.
United Pacific Ins. Co.
Econolite (Seattle)

Name of Claimant:
Econolite, a Division of Altec Corporation
(Firm Name)
By N. K. Dolby
Vice President - Controller
(Official Capacity)

Verification for Partnership or Sole Ownership

STATE OF CALIFORNIA
COUNTY OF } ss.

(Claimant or Representative)
being first duly sworn deposes and says that he is
(Owner, Partner or Agent)
of
(Firm Name)
named as claimant in the foregoing claim; that he has read said claim and knows the contents thereof, and that the facts therein stated are true.

X
(Signature of Affiant)
Subscribed and sworn to before me this
day of , 19

OFFICIAL SEAL
RICHARD CAZIS

Verification for Corporation

STATE OF California
COUNTY OF Orange } ss.

N. K. Dolby
(Claimant or Representative)
being first duly sworn deposes and says that he is
Vice President - Controller
(Official Capacity)
of Econolite, a Division of Altec Corp.
(Exact Corporate Name)
the corporation that executed the foregoing claim; that he makes this verification on behalf of said corporation; that he has read said claim and knows the contents thereof, and that the facts therein stated are true.

X
(Signature of Affiant)
Subscribed and sworn to before me this 4th
day of May, 1976

Richard Cazis
OFFICIAL SEAL

Subcontractor *(if any)* Olson Electric Co.
Owner or Public Body: OSHD
Improvement known as 9th Avenue - 18th Avenue, Linn County
S.O. 1940-03
in the City of Sweet Home, County of Sweet Home, Linn
State of Oregon

Econolite, a Division of Altec Corporation, "claimant," a Corporation
(Corporation/Partnership/Sole Proprietorship)

furnished certain labor and/or materials used in that certain work of improvement situated in the City of Sweet Home, County of Sweet Home, Linn
State of Oregon, known as: *(name and address of project or improvement)*
OSHD 9th Avenue - 18th Avenue

That the said claimant sold and delivered to:
Olson Electric Company
(Subcontractor/Contractor/Owner-Builder)

erecting or constructing said work of improvement or a portion thereof; the aforesaid labor and/or materials being, to wit: *(describe material and labor in detail)*
Traffic Signal and/or Lighting Equipment

Total value of material/labor agreed to be furnished..... $8,845.00	
Total value of material/labor actually furnished is.....	$ 8,845.00
Credit for materials returned, if any.....	$ None
Amount paid on account, if any.....	$ None
Amount due after all just credits and offsets.....	$ 8,845.00

AND YOU ARE HEREBY NOTIFIED to withhold sufficient monies held by you on the above described project to satisfy claimant's demand in the amount of $8,845.00, as provided Oregon State Bond Law - 1969 Amendment and in addition thereto sums sufficient to cover interest, court costs and reasonable costs of litigation, as provided by law.

A bond is not attached. *(No bond required on public jobs)*
(is/is not)

Date May 4, 1976

cc: Corvallis Sand & Gravel JV
McNesby & Aubry, Inc. JV
Olson Electric Co.
United Pacific Ins. Co.
Econolite (Seattle)

Name of Claimant:
Econolite, a Division of Altec Corporation
(Firm Name)
By N. K. Dolby
Vice President - Controller
(Official Capacity)

Verification for Partnership or Sole Ownership

STATE OF CALIFORNIA
COUNTY OF } ss.

(Claimant or Representative)
being first duly sworn deposes and says that he is
(Owner, Partner or Agent)
of
(Firm Name)
named as claimant in the foregoing claim; that he has read said claim and knows the contents thereof, and that the facts therein stated are true.

X
(Signature of Affiant)
Subscribed and sworn to before me this
day of , 19

Notary Stamp
OFFICIAL SEAL
RICHARD CAZIS
NOTARY PUBLIC - CALIFORNIA
ORANGE COUNTY
My comm. expires FEB 12, 1980
3360 E. La Palma, Anaheim, CA 92806

My Commission Expires

Verification for Corporation

STATE OF California
COUNTY OF Orange } ss.

N. K. Dolby
(Claimant or Representative)
being first duly sworn deposes and says that he is
Vice President - Controller
(Official Capacity)
of Econolite, a Division of Altec Corp.
(Exact Corporate Name)
the corporation that executed the foregoing claim; that he makes this verification on behalf of said corporation; that he has read said claim and knows the contents thereof, and that the facts therein stated are true.

X
(Signature of Affiant)
Subscribed and sworn to before me this 4th
day of May, 1976

Notary Stamp
OFFICIAL SEAL
RICHARD CAZIS
NOTARY PUBLIC - CALIFORNIA
ORANGE COUNTY
My comm. expires FEB 12, 1980
3360 E. La Palma, Anaheim, CA 92806

My Commission Expires

Original of above notice received this day of , 19

BMDCA FORM #4

8271

Contract No. 8271
Files

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

March 22, 1976

Long, Bodtker & Post
425 West Second Ave.
Albany, OR 97321

Attn: Willard Bodtker

Gentlemen:

Reference is made to your letters of March 18, 1976, concerning money due to Corvallis Sand and Gravel Company.

There has been an assignment from Corvallis Sand and Gravel to McNesby and Aubry dated January 30, 1976, of all proceeds due and owing on these contracts. We have received notification from Mr. J. W. Walton, Attorney for McNesby and Aubry, that all correspondence concerning their contracts should be sent to McNesby and Aubry, Inc., Box "A", Corvallis, OR 97330.

The Highway Division will not release any monies under these contracts until such time as we have been advised that the distribution of such monies has been worked out by your office and Mr. Walton's office.

The Highway Division does not intend to become involved in the litigation regarding the bankruptcy of Corvallis Sand and Gravel and would assume that your office and Mr. Walton's office will work this matter out.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330
Attn: J. W. Walton

bc Jack Sollis

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

TELEPHONE 926-5504

POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $14,133.22

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

TELEPHONE 926-5504
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 5,435.57

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 10,358.93

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

Willard Bodtker

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 42,661.46

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

Willard Bodtker

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#8271

RINGO, WALTON & EVES

ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

February 25, 1976
2-1

RECEIVED
FEB 26 1976
LEGAL

NOTED
J. L. SOLLIS

NOTED
E. S. HUNTER

Mr. Jack Sollis
State Highway Department
Salem OR

Dear Mr. Sollis:

Re: Corvallis Sand & Gravel Company -
McNesby & Aubry - Citizens Bank

Enclosed is copy of Assignment from Corvallis Sand & Gravel Company in the above matter for your records.

Very truly yours,

J.W. Walton

jr
Enclosure

RECEIVED
STATE HWY ENGR
FEB 27 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Rubin
Skoog

3/1/76
Jack Sollis said
to file (no action) - State is
holding all documents. -HH

NOTED
E. W. HEAD

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS that Corvallis Sand & Gravel Company, an Oregon corporation does hereby sell, assign, transfer and set over all of its right, title and interest in and to said jobs and contracts to McNesby & Aubry, Inc., co-obligor under the following jobs and contracts:

1) National Environmental Research Center - Contract #68-03-0819 - U.S. Environmental Protection Agency

2) Oceanography Complex Grading & Paving Contract #75-38 - Oregon State Board of Higher Education

3) Independence Airport - State of Oregon Aeronautics Division

4) Subsurface Drainage System & Parking Lot Repairs, Church of Latter Day Saints - Contract #502-8337

5) Linn Benton Community College Construction of Physical Ed. Area

6) Labish Village Sewer Force Main - Labish Village, Sewage and Drainage District, a municipal corporation

7) Corvallis Lebanon Hwy. at Co. Road #704 & 705 - Contract #8307 - Oregon State Highway Division

8) Elks Drive Contract, c/o Richard Nelson, 3700 Philomath Highway, Corvallis OR Oregon State Highway Division

9) N. Pacific Blvd. - Albany Avenue Contract #8149 - Oregon State Highway Division

10) 9th-18th Avenue, Sweet Home
Contract #8271 - Oregon State Highway Division

11) Gellatley Summit - Wren Section
Contract ~~#8516~~ 8,56 - Oregon State Highway

Subject to the contract rights of Citizens Bank of Corvallis.

This assignment shall be deemed to authorize all owners on the above-mentioned jobs to make all disbursements in the future to McNesby & Aubry, Inc. and Citizens Bank of Corvallis, jointly, in recognition of the security position of Citizens Bank as to all accounts receivable from Corvallis Sand & Gravel Company.

CORVALLIS SAND & GRAVEL COMPANY

By _____
President

SUBSCRIBED AND SWORN TO before me this 20 day of January, 1976.

_____
Notary Public for Oregon
My Commission expires: 12-23-79

8271

February 26, 1976

United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington 98402

Attention: Robert L. Miller
Bond Claim Department

Gentlemen:

This will acknowledge your letter of February 23 concerning the Corvallis Sand and Gravel Company and McNeeby and Aubry, Inc., Contract No. 8271, Sweet Home Section in Linn County.

Attached is a copy of the contract payment voucher for the period December 10, 1975, to February 10, 1976, covering this contract.

Also copies of three price agreements dated September 25, October 21, 1975, and January 6, 1976, and an Extra Work Order dated October 24, 1975, are attached.

As requested, no further contract payments will be made on this contract until we have the consent of the United Pacific Insurance Company.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
Attn.

cc Corvallis Sand and Gravel Co.
McNeeby & Aubry, Inc.
V. E. Skoog Attn: Dick Hacek
H. S. Coulter
C. T. Keasey
Jack Sollis

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206—383-1481

RECEIVED
STATE HWY ENGR
FEB 25 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

February 23, 1976

State of Oregon
Department of Transportation
Highway Division
State Highway Building
Salem, Oregon 97310

Gentlemen:

United Pacific Bond U-905636
Principal: Corvallis Sand & Gravel
& McNesby & Aubry
Obligee: State of Oregon
Contract: #8271 - Paving 9th Avenue to
18th Avenue in Sweet Home, Oregon

Your records should reflect that United Pacific Insurance Company executed the Performance Bond for the contractor on this project. Would you please send us a copy of the last pay estimate received by the contractor on this project. Also, please advise whether or not there are any change orders increasing or decreasing the amount of this contract executed or in the process of being executed on this project.

You are already aware of various claims filed against the bond on the project. Your assistance in ascertaining the current status of the project will be greatly appreciated.

In view of the Chapter XI filing of Corvallis Sand & Gravel Co., Inc., we request that no further payment of contract funds due or to become due the contractor on this project be made without the consent of United Pacific. Thanks for your cooperation in these matters.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

jc

RECEIVED
FEB 25 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8271

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 17, 1976

NOTED
H. S. COULTER

FROM: George N. Hopkins
Project Development Engineer

TO: Mr. H. S. Coulter
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Coop. Finance-Construction Agreement
9th Avenue-18th Avenue Section
Santiam Highway, No. 16
City of Sweet Home
Contract No. 8271

Herewith for your consideration is a suggested draft of a letter-form agreement providing for additional sidewalk work on subject section.

The city has requested us to do the work under price agreement, and has agreed to pay all costs incurred. Copies of related correspondence are attached.

Please study the draft and, if you approve, return to the County-City Unit for preparation in final form.

GNH/MCH:sch

Attachment

cc: C. T. Keasey
C. O. Fredrickson- w/att.

My only concern relates to contract reference naming Cornelius Sand & Gravel —

Reference to Contractor by name omitted.

RECEIVED
FEB 17 1976
Office of
Assistant State Highway Engineer

6-14-76
Copy to Robin
TAA

rch:sch
2/17/76

City of Sweet Home
1140 - 12th Avenue
Sweet Home, Oregon 97386

Attention: Mr. David M. Crutcher
City Manager

Gentlemen:

By virtue of Contract No. 8271 awarded to Corvallis Sand and Gravel Company in a joint venture with McNesby & Aubry, the Oregon State Highway Division now has under construction the 9th Avenue-18th Avenue (Sweet Home) Section of the Santiam Highway. In compliance with a request from the City of Sweet Home, the Highway Division agrees to increase the scope of the project to include removal and reconstruction of sidewalks in the areas shown on the sketch attached hereto, marked Exhibit A, and by this reference made a part hereof.

NOW, THEREFORE, the parties hereto agree as follows:

1. State shall perform the necessary field and office engineering, prepare all plans required, negotiate the contractor price agreement, and supervise installation of the sidewalks.

2. Upon completion of the project and computation of costs, State shall submit to City an itemized statement of the actual final total cost for the additional sidewalk installation.

3. City shall, prior to State's contractor proceeding with the work, deposit with State a sum of money equal to the total estimated cost of the requested additional sidewalk work, including the cost of engineering and inspection services. Upon receipt from State of an itemized statement of the actual final total cost, City shall either pay any costs in excess of the estimated cost or be refunded the portion of their deposit which is in excess of the actual total final cost.

If this arrangement is acceptable to the City of Sweet Home, please indicate your approval by signature of three copies. The City should adopt a resolution authorizing city officials to enter into this agreement on behalf of the City. Please forward three signed copies of the agreement and resolution to the County-City Unit, 203 State Highway Building, Salem 97310. Following approval by the Oregon Transportation Commission, a fully-executed copy will be returned for the City's permanent records.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City officials have acted in this matter pursuant to Resolution No. _____, passed by the City Council on the _____ day of _____, 1976.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on _____ by _____, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the agreement on behalf of the Commission.

APPROVED

_____
Assistant State Highway Engineer

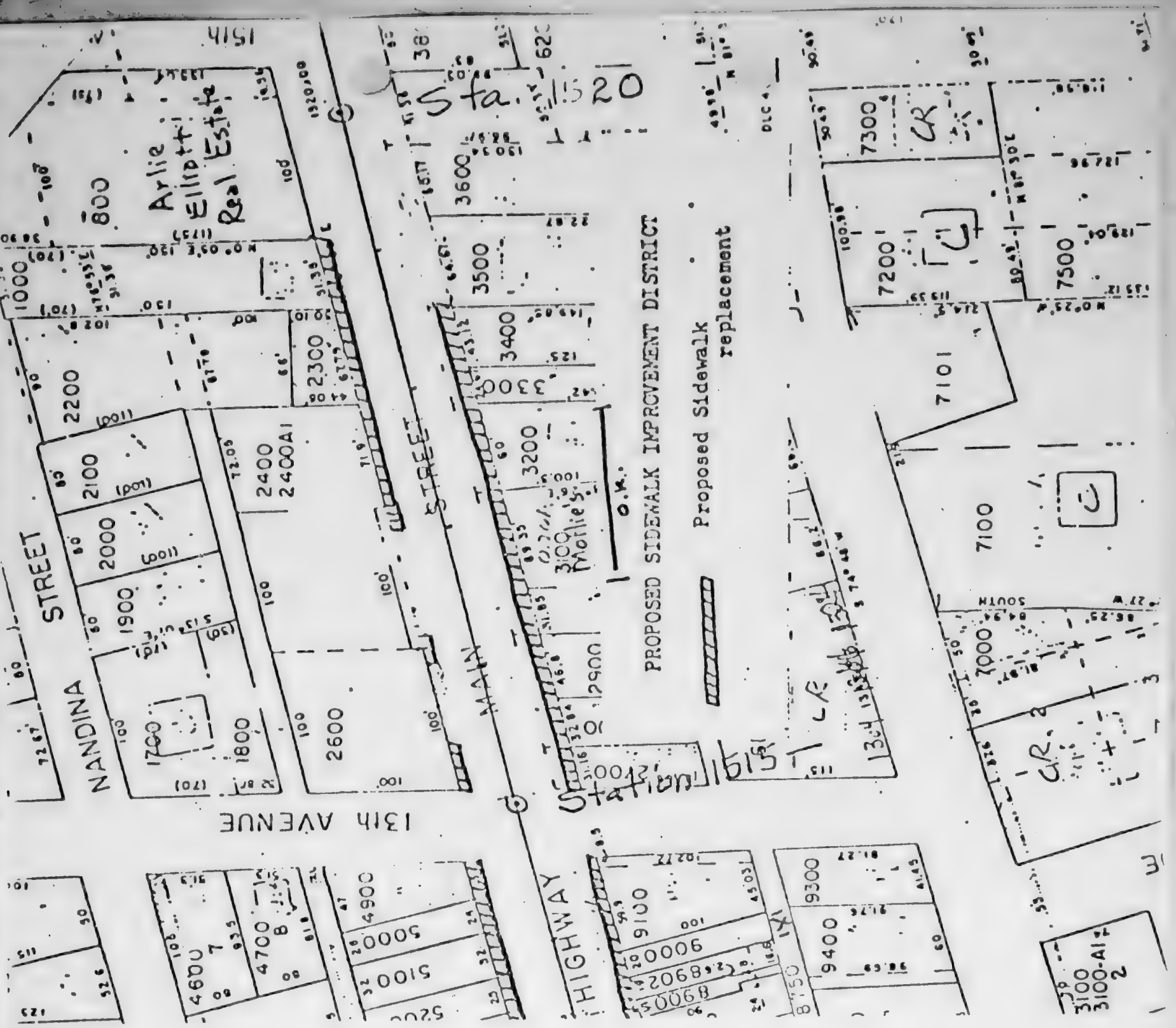
STATE OF OREGON, by and through its
Department of Transportation
Highway Division

_____
Administrator and State Highway Engineer

CITY OF SWEET HOME, by and through its
City Officials

By _____
Mayor

By _____
City Recorder


PROPOSED SIDEWALK IMPROVEMENT DISTRICT
Proposed Sidewalk
replacement
0 1/4 1/2
Scale
STREET
NANDINA
13th AVENUE
MAIN
HIGHWAY
Arlie Elliott Real Estate
800
1000
2200
2100
2000
1900
1700
1800
2600
2400
2400A1
2300
3600
3500
3400
3300
3200
3100
2900
7300
7200
7500
7101
7100
9100
9300
9400
4600
4700
4900
5000
5100
5006B
2068
3100-A1
2
EXHIRIT A

CITY OF SWEET HOME

LINN COUNTY
SWEET HOME, OREGON 97386

REGION 2 ENGINEER
RECEIVED
JAN 28 1976
RTE ROE
UTE GEO RSO ROC HFE

January 27, 1976

Mr. Phil Stearns
State Highway Division

Dear Phil:

This letter formally constitutes a request for the state to add to the Sweet Home 9th - 18th project work which would remove and reconstruct sidewalks in the area described on the attached map. The city is prepared to enter into a contract with the state to pay for said work, with the state providing all engineering and inspection services. An estimate for the described work was prepared by Mr. Robert Gettis of your division and constitutes the basis for our decision to proceed with this project. I believe that we will be ready to commit ourselves financially to this project by February 10th.

I would appreciate your assistance in preparing the necessary agreement to have this work added to the 9th-18th project.

Sincerely,

David M. Crutcher

David M. Crutcher
City Manager

DMC/eb
encl.
cc: Ken Wolfe

8271

STATE OF OREGON
Department of Transportation

INTER-OFFICE MEMO

TO: Memo to File

DATE: 1-27-76

FROM: C. W. Head
Commission Services

SUBJECT:

After receiving two letters dated January 23, 1976, from the Citizens Bank of Corvallis concerning Corvallis Sand & Gravel Co., the following action was taken today:

(1) Upon advice of Jack Sollis, Cecil Head notified Dick Hacek, Highway Finance, to hold future payments on the following Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc. contracts:

Contract No. 8149 - N. Pacific Blvd.-Albany Ave. (Albany)

Contract No. 8156 - Gellatly Summit-Wren

Contract No. 8229 - N.W. Elks Dr.-N.W. Conifer Blvd. (Corvallis)

Contract No. 8271 - 9th Ave.-18th Ave. (Sweet Home)

Contract No. 8307 - Corvallis-Lebanon Highway at County Roads 704 and 705

(2) Jack Sollis telephoned Marvin McDonald, Citizens Bank of Corvallis. Sollis told McDonald that future payments would be held up on the above five contracts until contact is made with the surety, United Pacific Insurance Company, Tacoma, Washington (same surety on all contracts).

(3) Sollis talked to Bob Miller's Secretary, United Pacific Insurance Company. Miller was out of the office until Friday, January 30, 1976. Sollis will talk to Bob Miller on the 30th concerning the status of these contracts.

cc: F. B. Klaboe
Ed Hunter
H. S. Coulter
Jack Sollis
C. T. Keasey
C. O. Fredrickson
V. E. Skoog Attn: Dick Hacek

01-125.1367

RECEIVED

JAN 26 1976

RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS

January 23, 1976

TO: CORVALLIS SAND AND GRAVEL COMPANY Debtor specified below:

Oregon State Highway Dept. Attn: Richard Nelson
Wren-Gellatly
3700 Philomath Hwy.
Corvallis, OR

Gentlemen:

Please take notice that Citizens Bank of Corvallis is the holder of a perfected security agreement covering accounts, contract rights, and chattel paper of Corvallis Sand and Gravel Company. Among the items in which Citizens Bank of Corvallis has a security interest is your obligation to Corvallis Sand and Gravel Company.

Please take formal legal notice that you are to pay the amount of your unpaid indebtedness to Corvallis Sand and Gravel Company directly to Citizens Bank of Corvallis, P. O. Box 30, Corvallis, Oregon 97330. According to the last accounting which we have received from Corvallis Sand and Gravel Company, the amount of your indebtedness is $42,661.46

This notice is made pursuant to paragraph 6b of the above referenced security agreement dated October 5, 1973.

If the payment of your account is presently due, will you please send the payment to the bank on receipt of this notice. If the amount of your account is not presently due, please acknowledge receipt of this notice, verify the amount of the indebtedness, and indicate the date on which it will be paid by filling in the blank space on the attached copy and returning it to the bank.

Your prompt consideration hereto will be sincerely appreciated.

Yours very truly,

CITIZENS BANK OF CORVALLIS

By _____

REGION 2 ENGINEER
RECEIVED
JAN 26 1976
RE RCE RME RTE ROE
ULE GEO RSO ROC RFE

MAIN OFFICE P.O. BOX 30 CORVALLIS, OREGON 97330 (503) 752-5161

cc. John Ford w/attached unsigned reply & reply envelope
& certified mail envelope $34.88 for your answering
cc. Dick Nelson w/o attch

The undersigned creditor acknowledges receipt of the original of the foregoing notice and indicates that it is presently indebted to Corvallis Sand and Gravel Company in the sum of $_____ which will be paid to Citizens Bank of Corvallis on or before the _____ day of _____ 1976.

DATED this _____ day of _____ 1976.

_____

Debtor

RECEIVED

JAN 26 1976

RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS
P.O. BOX 30
CORVALLIS OREGON 97330

ADDRESS CORRECTION REQUESTED

ATTN: Richard Nelson

Oregon State Highway Dept.
3700 Philomath Hwy.
Corvallis, OR 97330

CERTIFIED
No. [illegible]
MAIL

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

Kelsey
Bond
Jackmond
Harwood
Johnsen
Baker
RECEIVED
JAN 27 1976
CONSTRUCTION
SECTION
Richards
Glenn
Page

CITIZENS BANK OF CORVALLIS

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

January 23, 1976

TO: CORVALLIS SAND AND GRAVEL COMPANY Debtor specified below:

Oregon State Hwy Dept. - Elks Drive
Attn: Dick Nelson, Resident Engineer
3700 Philomath Blvd-
Corvallis, OR

Gentlemen:

Please take notice that Citizens Bank of Corvallis is the holder of a perfected security agreement covering accounts, contract rights, and chattel paper of Corvallis Sand and Gravel Company. Among the items in which Citizens Bank of Corvallis has a security interest is your obligation to Corvallis Sand and Gravel Company.

Please take formal legal notice that you are to pay the amount of your unpaid indebtedness to Corvallis Sand and Gravel Company directly to Citizens Bank of Corvallis, P. O. Box 30, Corvallis, Oregon 97330. According to the last accounting which we have received from Corvallis Sand and Gravel Company, the amount of your indebtedness is $ 11,544.03

This notice is made pursuant to paragraph 6b of the above referenced security agreement dated October 5, 1973.

If the payment of your account is presently due, will you please send the payment to the bank on receipt of this notice. If the amount of your account is not presently due, please acknowledge receipt of this notice, verify the amount of the indebtedness, and indicate the date on which it will be paid by filling in the blank space on the attached copy and returning it to the bank.

Your prompt consideration hereto will be sincerely appreciated.

Yours very truly,

CITIZENS BANK OF CORVALLIS

By _____

REGION 2 ENGINEER
RECEIVED
JAN 26 1976
RE RCE RME RTE ROE
ULE GEO RSO ROC RFE

MAIN OFFICE P.O. BOX 30 CORVALLIS, OREGON 97330 (503) 752-5161

cc John Beard w/attached unsigned reply, reply envelope.
cc Dick Nelson w/attach Certified Mail envelope. 83-4979 for your answering

RECEIVED
JAN 27 1976
CONSTRUCTION
SECTION

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS

January 23, 1976

TO: CORVALLIS SAND AND GRAVEL COMPANY Debtor specified below:

Oregon State Hwy Dept. - Elks Drive
Attn: Dick Nelson, Resident Engineer
3700 Philomath Blvd-
Corvallis, OR

Gentlemen:

Please take notice that Citizens Bank of Corvallis is the holder of a perfected security agreement covering accounts, contract rights, and chattel paper of Corvallis Sand and Gravel Company. Among the items in which Citizens Bank of Corvallis has a security interest is your obligation to Corvallis Sand and Gravel Company.

Please take formal legal notice that you are to pay the amount of your unpaid indebtedness to Corvallis Sand and Gravel Company directly to Citizens Bank of Corvallis, P. O. Box 30, Corvallis, Oregon 97330. According to the last accounting which we have received from Corvallis Sand and Gravel Company, the amount of your indebtedness is $ 11,544.03

This notice is made pursuant to paragraph 6b of the above referenced security agreement dated October 5, 1973.

If the payment of your account is presently due, will you please send the payment to the bank on receipt of this notice. If the amount of your account is not presently due, please acknowledge receipt of this notice, verify the amount of the indebtedness, and indicate the date on which it will be paid by filling in the blank space on the attached copy and returning it to the bank.

Your prompt consideration hereto will be sincerely appreciated.

Yours very truly,

CITIZENS BANK OF CORVALLIS

By _____

REGION 2 ENGINEER
RECEIVED
JAN 26 1976
RE RCE RME RTE ROE
ULE GEO RSO ROC RFE

MAIN OFFICE P.O. BOX 30 CORVALLIS, OR. 97330 (503) 752-3565

cc John Grand w/attached unsigned reply, reply envelope. & Certified Mail envelope. 53-4979 for your answering
cc Dick Nelson w/attach

The undersigned creditor acknowledges receipt of the original of the foregoing notice and indicates that it is presently indebted to Corvallis Sand and Gravel Company in the sum of $_____ which will be paid to Citizens Bank of Corvallis on or before the _____ day of _____ 1976.

DATED this _____ day of _____ 1976.

_____

Debtor

RECEIVED

JAN 26 1976

RESIDENT ENGR.
R. E. NELSON

8271

5029

FILED
JAN 27 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 27 9 16 AM '76
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 26, 1976

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

3-2-76

Gentlemen:

We have received your letter of January 20, 1976, advising us that Corvallis Sand and Gravel Company and McNesby & Aubry, Inc., owes you for materials in the amount of $4,936.91.

This appears to be in connection with the Corvallis Sand and Gravel Company and McNesby & Aubry, Inc., Contract No. 8271, 9th Avenue-18th Avenue (Sweet Home) Section of the Santiam Highway in Linn County.

The United Pacific Insurance Company through Bates & Bates, Inc., furnished the bond on this contract. We will advise the surety and the principal contractor of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
MAR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:sr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Corvallis Sand & Gravel Co. and
McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330

bc Richard Nelson

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

January 20, 1976

Oregon State Highway Division
121 State Highway Bldg.
Salem, Oregon 97310

ATTN: Cecil Head

Gentlemen:

Notice hereby is given that the undersigned, Coral Corporation, an Oregon Corporation, has a claim for signs, flashers, barricades and traffic barrier on Oregon State Highway Division contract No. 8271, 9th Avenue-18th Avenue, Sweet Home Section in the sum of Four Thousand Nine Hundred Thirty Six and 91/hundreth Dollars ($4,936.91) against the bond taken from Corvallis Sand & Gravel, Inc. and McNesby & Aubry, Inc., a joint venture, and United Pacific Insurance Company, 700 NE Multnomah Street, Suite 600, Portland, Oregon 97232 for the Grading, Paving, and Traffic Signal work of Oregon State Highway Division Contract No. 8271, 9th Avenue-18th Avenue, Sweet Home Section.

CORAL CORPORATION

By Robert D. Laam
Robert D. Laam, Secretary

CC: Corvallis Sand & Gravel, Inc. &
McNesby & Aubrey, Inc.
United Pacific Insurance Co.

RECEIVED
JAN 23 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8271

FILED
JAN 22 1976
CLAY MYERS
SECRETARY OF STATE

JAN 22 9 20 AM '76
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

#5820

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 21, 1976

Ornamental Concrete Products
1385 Hayes Lane
Junction City, OR 97448

Attention: Calvin G. Banton

ED
3-1-76

Gentlemen:

We have your letter of January 16, 1976, advising us that Corvallis Sand & Gravel owes you for 25 G-1 special frames and grates in the amount of $2,675.

From the description given in your letter this appears to be in connection with the Corvallis Sand & Gravel Co. and McNeeby & Aubry, Inc., Contract No. 8271, 9th Avenue-18th Avenue (Sweet Home) Section of the Santiam Highway in Linn County.

The United Pacific Insurance Company furnished the bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Corvallis Sand & Gravel Co.
and McNeeby & Aubry, Inc.
PO Box 987
Corvallis, OR 97330

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

bc: Mr. Richard Nelson
3700 Philomath Rd.
Corvallis, OR 97330

Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
MAR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Ornamental Concrete Products

1385 Hayes Lane
Junction City, Oregon 97448
Phone: 998-8717

January 16, 1976

C. W. Head
Dept. Of Transportation
Salem, Oregon 97310

Dear Sir:

This is a letter of complaint concerning O.S.H.D. job # 8271.

We sold Corvallis Sand and Gravel 25 G-1 special frames and grates for the inlets of job # 8271 for the sum of $ 2,675.00. We were notified that they are on the brink of bankruptcy. Five inlets have been installed and the remaining 20 are in their supply yard. The bank has frozen all inventory and we cannot take them back.

Since they were working on a bonded job, we were advised to write to you this letter of complaint and you would forward it onto the bonding company.

Please advise us of our being able to collect this sum of $ 2,675.00.

Sincerely,

Calvin G Banton

Calvin G. Banton--- owner

RECEIVED
JAN 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8271

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

DEPARTMENT OF TRANSPORTATION

FILED
JAN 23 1976
CLAY MYERS
SECRETARY OF STATE

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 21, 1976

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, OR 97301

FILED
3-1-76

Attn: Ervin W. Potter

Gentlemen:

This is to acknowledge receipt of your letter of January 15, 1976, with attached Notices of Claims stating that Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc. owes Eola Concrete Tile & Products Co. for materials furnished on four State Highway contracts. The claims received are as follows:

Contract No. 8156 - File #5022 Gellatly Summit-Wren Section, Corvallis-Newport Highway in Benton County	$ 561.00 plus interest
Contract No 8271 - File #5023 9th Ave.-18th Ave. (Sweet Home) Section, Santiam Highway in Linn County	$2,538.20 plus interest
Contract No. 8149 - File #5024 N. Pacific Blvd.-Albany Ave. (Albany) Section, Albany-Junction City Highway in Linn County	$1,210.60 plus interest
Contract No. 8229 - File #5025 NW Elks Dr.-NW Conifer Blvd. (Corvallis) Section, Pacific Highway West in Benton County	$1,889.78 plus interest

FILED
JAN 23 1976
CLAY MYERS
SECRETARY OF STATE

The United Pacific Insurance Company through Bates & Bates, Inc. furnished the bonds on these contracts. We will advise the surety of the receipt of these claims and we will also forward them to the Secretary of State for filing.

Please advise this office when these claims have been satisfied. Attached are certified copies of the four contracts.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw
Attachments
cc: Corvallis Sand & Gravel Co.
and McNeaby & Aubry, Inc.
PO Box 987
Corvallis, OR 97330

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

bc: Secretary of State ✓ Please acknowledge receipt of these attached claims on the enclosed copy of this letter.

Richard Nelson

RECEIVED
MAR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER
DAVID A. RHOTEN
GARY G. JONES
MALCOLM L. BRAND
ARTHUR B. CUMMINS, JR.
DON A. DICKEY
KEITH J. BAUER

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON 97301

A/C 503-364-8733

January 15, 1976

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Cecil Head, Secretary
Highway Division
State Highway Building, Room 121
Salem, Oregon 97310

Re: Eola Concrete Tile & Products Co./Corvallis Sand & Gravel Company
Corvallis-Newport Highway, Contract No. 8156
Sweet Home - Santiam Highway, Contract No. 8271
Elks Dr. and Conifer Blvd., Corvallis, Contract 8229
Independence, Contract No. 8149

Gentlemen:

Enclosed herewith are notices of claim of Eola Concrete Tile & Products Co. for materials furnished and used in the above highway projects, contracts numbered 8156, 8271, 8229 and 8149.

These claims are unpaid and a lien has been placed upon any retains and this letter is notice that a claim on the performance bond will be filed forthwith.

Application is respectfully made for a certified copy of the contracts and bonds as provided by law (see ORS 279.512).

We enclose a copy of this letter and we would appreciate your returning it to us with your endorsement of the date of the filing of the notices of claim.

Thank you for your courtesy and assistance.

Very truly yours,

RHOTEN, RHOTEN & SPEERSTRA

By:

RECEIVED
JAN 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EWR:ec
Enc: 4 Notices of Claim
cc this letter and return envelope

pc: United Pacific Insurance Co.
P. O. Box 1541
Tacoma, Washington 98401 (copies of notices enc.)

Corvallis Sand & Gravel Company
1445 S. E. Crystal Lake Drive
Corvallis, Oregon 97330 (copies of notices enc.)

NOTICE OF CLAIM

TO: Department of Transportation
Cecil Head, Secretary
Highway Division
State Highway Building, Room 121
Salem, Oregon 97310

Corvallis Sand & Gravel Company
1445 S. E. Crystal Lake Drive
Corvallis, Oregon 97330

Re: Eola Concrete Tile & Products Co. - Corvallis Sand & Gravel Company - Sweet Home, 9th and 18th Avenue, Santiam Highway; Contract No. 8271

Notice is hereby given that Eola Concrete Tile & Products Co. of Salem, Oregon, has a claim for concrete pipe, materials and fittings supplied by the claimant and used in the construction and improvement of 9th and 18th Avenue, Sweet Home, Santiam Highway, in the State of Oregon, in the sum of $2,538.20, together with interest thereon at the rate of 1% per month from September 16, 1975, until paid, against Corvallis Sand & Gravel Company, as principal, and United Pacific Insurance Co., Tacoma, Washington, as surety, on the bond for the work of improvement and construction of the project as more particularly described in the contract hereinabove referred to, the terms of which are by reference incorporated herein and made a part hereof.

Said claim has not been paid and six months have not elapsed since the acceptance of the work.

EOLA CONCRETE TILE & PRODUCTS CO.

By _____
President

Subscribed and sworn to before me this 16 day of January, 1976.

_____
Notary Public for Oregon

My commission expires:

RECEIVED
JAN 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8271

16

9th 18th Ave.

OREGON STATE HIGHWAY DIVISION

1 Versteeg U
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 14 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highwey Engineer

November 13, 1975

Mr. V. L. Mecham
Real Estate Representative
Safeway Stores, Incorporated
1139 S. E. Third Avenue
Portland, OR 97214

bc F. B. Klaboe
H. S. Coulter (enc.)
J. H. Versteeg
G. W. Wimer "
K. D. Wolfe "

Dear Mr. Mecham:

This is in reply to your October 22 and November 10 letters concerning highway construction and its relationship to the Safeway Store in Sweet Home.

279-K

Construction work has ceased for this season and will not resume until favorable weather returns next spring. The first stage of construction in the Safeway Store area should not affect the access, as it will involve the eastbound lanes which are on the opposite side of the highway. After their completion, the westbound lanes will be constructed. This work should begin sometime in early August.

Project plans specify that only one street intersection can be closed at a time. During the closure of 15th Avenue, traffic will be able to gain access to Safeway by using 13th Avenue to Nandina Street and then east to the store's 15th Avenue access.

If you wish, our engineer for the project. Mr. K. D. Wolfe, will be glad to meet with you either this winter or next year prior to construction in the 15th Avenue area. You may wish to contact him direct at P. O. Box 30, Salem, OR 97310, telephone number 378-8132.

Attached are two sheets of the construction plans on the 15th to 18th Avenue Section as you requested.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachments

DNS:we/ESH:ja

Form 01-734-3123

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 22-0504

Salem, Oregon

November 5, 1975

FROM: Robert Gettis
ASST. RESIDENT ENGINEER

TO: D.N. Stoudenmeyer
PRELIMINARY DESIGN SUPER.

SUBJECT: 9th Ave.-18th Ave. (Sweet Home)
Santiam Highway
Linn County
Contract No. 8271

Reference your memo dated 10/29/75 and V.L. Mecham's letter of 10/22/75.

To answer Mr. Mecham's first query on the construction schedule; construction activity has ceased for this season and will not resume until favorable weather returns next spring. At that time the contractor plans to resume reconstruction of the eastbound lanes from 12th Ave. to 18th Ave. (Stage I). During this stage,traffic will be using the westbound lanes. This stage of construction should not adversely affect Safeway as they are located on the northerly side of the highway just east of the 15th Ave. intersection with the highway and adjacent to Stage I traffic.

Upon completion of the eastbound lanes the contractor will start reconstruction of the westbound lanes at 9th Ave. and proceed east to 18th Ave. (Stage II). During this stage, traffic will be using the eastbound lanes, which is on the opposite side of the highway as the Safeway store.

As to when the Stage II construction of the highway from 15th to 18th Ave.'s will take place depends on when the contractor is able, depending on favorable weather, to resume construction next spring. I would estimate, given normal spring weather, that Stage II construction in this area would be underway in early August.

To answer Mr. Mecham's inquiry as to what steps will be taken to assure adequate access to Safeway during construction; Safeway has two access points, as shown on the attached plan sheet, one from the westbound lanes of the highway, which is mainly used as an "in" access. The other is a two way access located approximately 150 feet to the north of the highway on 15th Ave; this access, by personal observation, seems to be the main access. The project plans specify that no more than one intersection be closed off at any one given time, so that during the closure and reconstruction of the 15th Ave. intersection under Stage II the Safeway traffic will be able to gain access by using 13th Ave. to Nandina St. then east to Safeway's 15th Ave. access, as shown on the attached plan sheet.

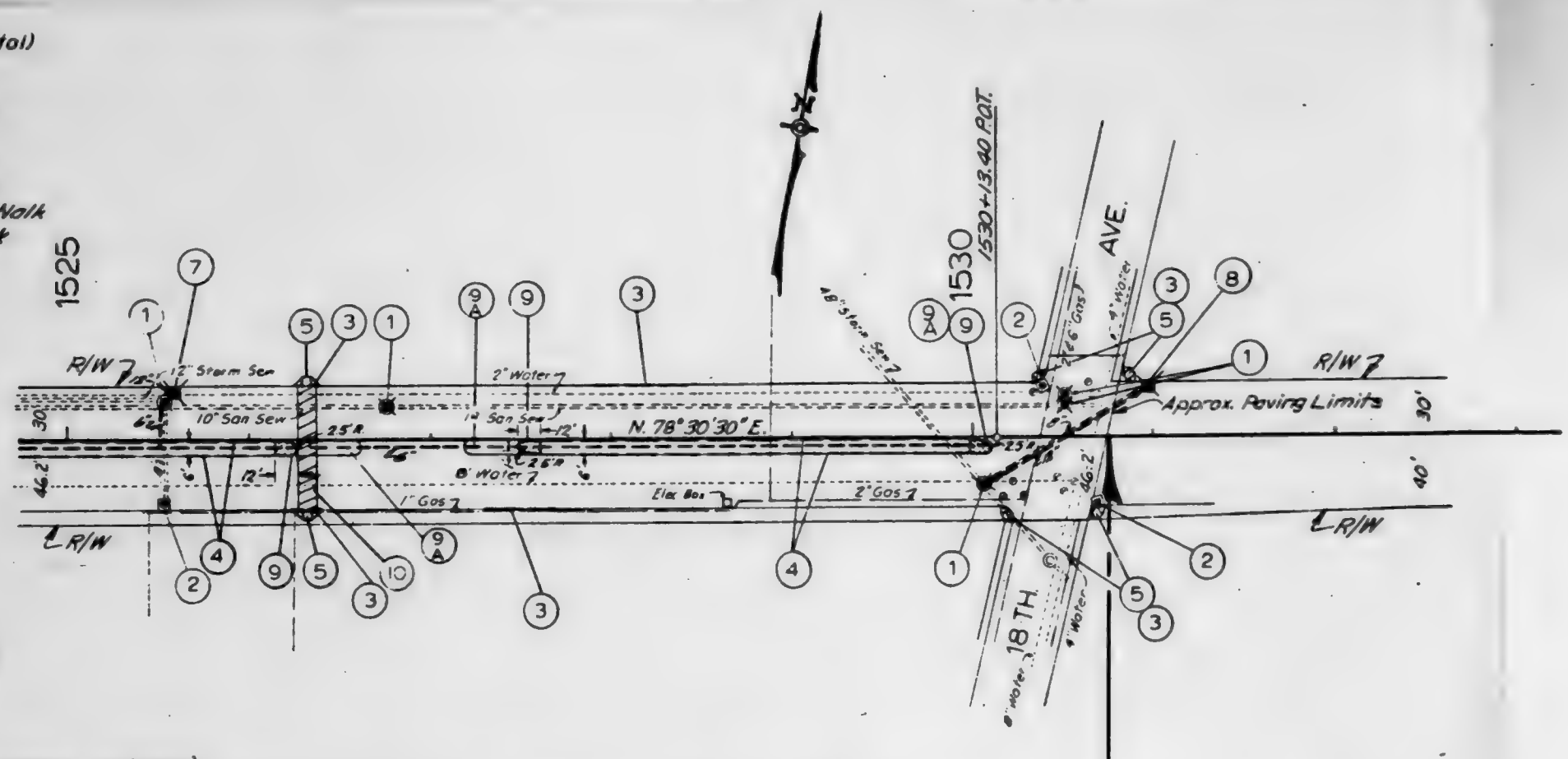
Gerald Wimer recommends that we meet with Mr. Mecham or his representative, at the site, either this winter or prior to construction in the 15th Ave. area next year to discuss these matters.

cc: Region w/attachments

(1) Adjust Manholes - 5 (Total)

(2) Adjust Inlets - 3 (Total)

(3) Remove Exist. Curb
Const. Type 'C' Curb
Remove Exist. Conc. Walk
Const. P.C. Conc. Walk



(4) Remove Exist. Curb
Const. Type 'C' Curb

(5) Const. Conc. Sidewalk Ramp - 6 (Total)
Remove Exist. Conc. Walk - 20 Sq. Yd. (Total)

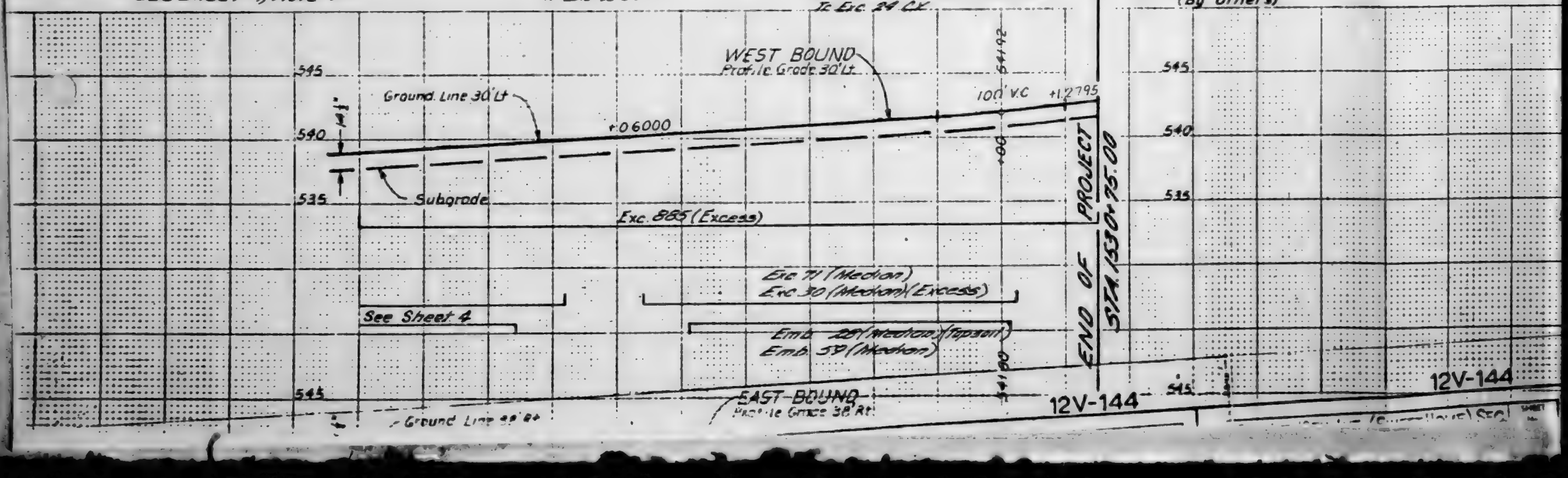
(6) Sta 1521+10 To Sta 1530+10
Inst. 6" Drain Pipe
See Sheet 4, Note 9

(7) Sta 1525+60
Const Type 'C6-1' Inlet - 1
Remove Inlet
Remove 8" Sewer Pipe - 7'
Inst. 12" Sewer Pipe - 8'
Tr Exc. 2 C.Y.

(8) Sta 1530+97
Const Type 'C6-1' Inlet - 1
Remove Inlet
Remove 8" Sewer Pipe - 108'
Inst. 12" Sewer Pipe - 108'
Extra For Pipe Under Pvmt. - 24'
Tr Exc. 24 C.Y.

(9) (9A) Const. Type 'C' Conc. Island - 3 (Total)
Remove Exist. Conc. Island

(10) Painted Pedestrian Crosswalk
(By Others)



es-5 (Total)

3 (Total)

Curb
'C' Curb
Conc. Walk
no. Walk

Curb
'C' Curb

Sidewalk Ramp-6 (Total)
Conc. Walk-20 Sq. Yd. (Total)

To Sta 1530+10
n Pipe
-4, Note-9

1525

1530

1530+13.40 P.O.T.

AVE.

18 TH

R/W

℄ R/W

12" Storm Sew

10" San Sew

1" San Sew

2" Water

8" Water

1" Gas

2" Gas

Elec Box

4" Water

6" Gas

Approx. Paving Limits

N. 78°30'30" E.

25'R

46.2'

30'

40'

12'

6'

(7) Sta 1525+60
Const Type 'C6-1' Inlet-1
Remove Inlet
Remove 8" Sewer Pipe-7'
Inst 12" Sewer Pipe-8'
Tr Exc 2 CY

(8) Sta 1530+97
Const Type 'C6-1' Inlet-1
Remove Inlet
Remove 8" Sewer Pipe-108'
Inst 12" Sewer Pipe-105'
Extra For Pipe Under Pvmt-24'
Tr Exc 24 CY

(9) Const Type 'C' Conc. Island-3 (Total)
(9A) Remove Extg Conc Island

(10) Painted Pedestrian Crosswalk
(By Others)

WEST BOUND
Profile Grade 30' Lt.

Ground Line 30' Lt

Subgrade

Exc. 865 (Excess)

Exc 71 (Medium)
Exc 30 (Medium) (Excess)

Emb 28 (Medium) (Topsoil)
Emb 39 (Medium)

See Sheet 4

EAST BOUND
Profile Grade 38' Rt.

Ground Line 39' Rt

100' VC

END OF PROJECT
STA. 1530+75.00

545
540
535

12V-144

12V-144

Se[illegible] 13 S., R. 1 E., W.M.

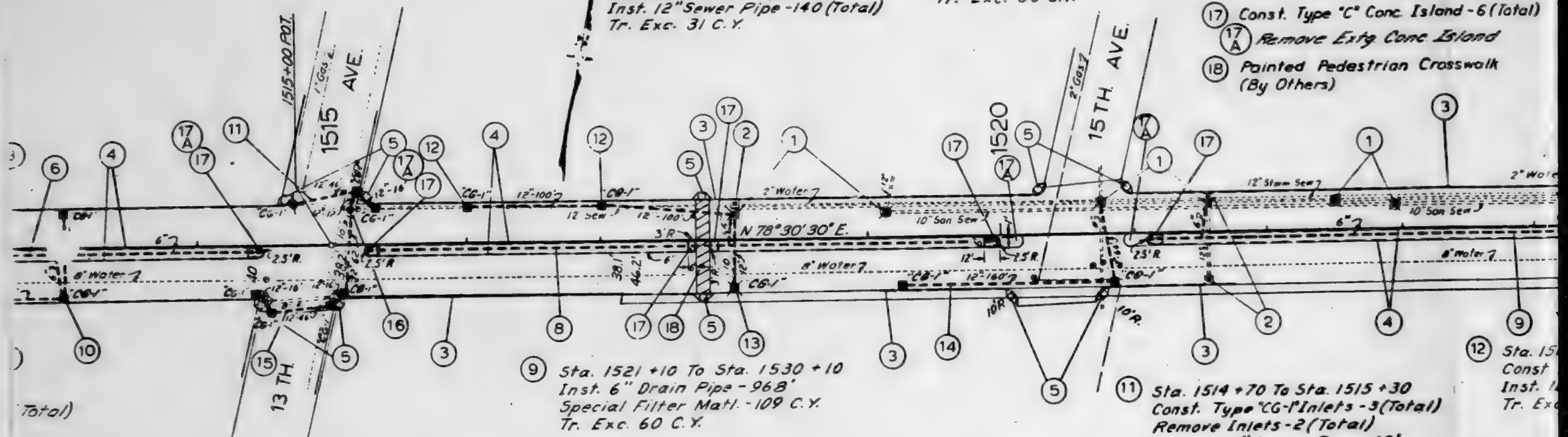
9TH AVE-18TH AV[illegible] SANTI[illegible] LIN[illegible]	
FED ROAD Dir. No.	STATE
10	OREGO[illegible]

(16) Sta. 1515 +15
Const. Manhole

(15) Std. 1514 +54 To Sta. 1515 +15
Const. Type "CG-1" Inlets - 4 (Total)
Remove Inlets - 2 (Total)
Remove 8" Sewer Pipe - 48'
Remove 10" Sewer Pipe - 66'
Inst. 12" Sewer Pipe - 140 (Total)
Tr. Exc. 31 C.Y.

(14) Sta. 1519 +25 To Sta. 1520 +85
Const. Type "CG-1" Inlets - 2 (Total)
Inst. 12" Sewer Pipe - 224'
Tr. Exc. 50 C.Y.

(17) Const. Type "C" Conc. Island - 6 (Total)
(17A) Remove Exist. Conc. Island
(18) Painted Pedestrian Crosswalk
(By Others)



(9) Sta. 1521 +10 To Sta. 1530 +10
Inst. 6" Drain Pipe - 968'
Special Filter Matl. - 109 C.Y.
Tr. Exc. 60 C.Y.

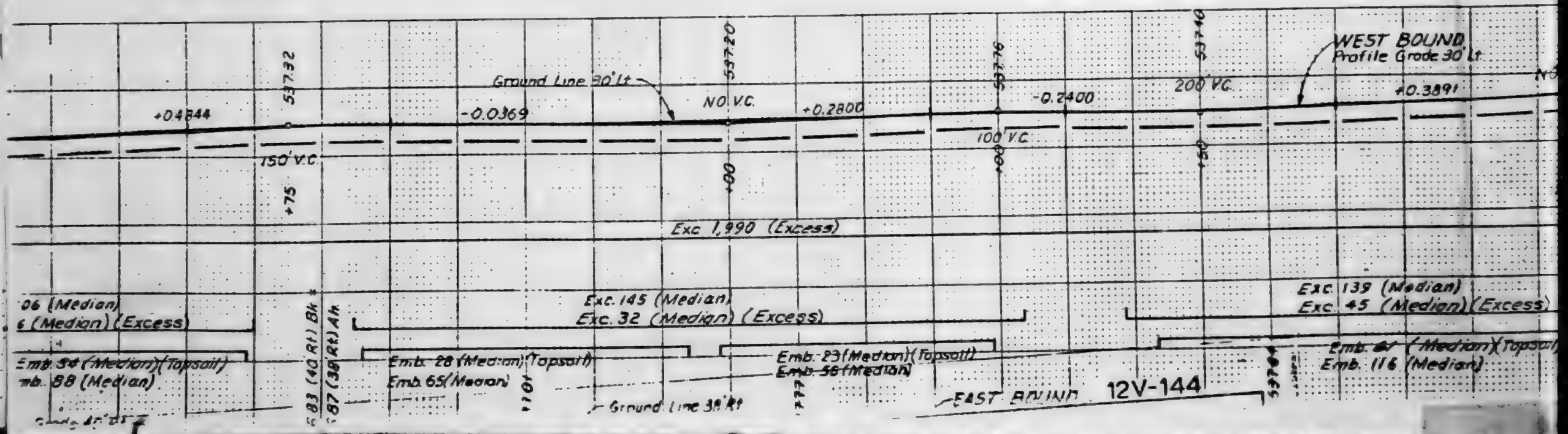
(11) Sta. 1514 +70 To Sta. 1515 +30
Const. Type "CG-1" Inlets - 3 (Total)
Remove Inlets - 2 (Total)
Remove 8" Sewer Pipe - 42'
Inst. 12" Sewer Pipe - 74' (Total)
Tr. Exc. 17 C.Y.

(12) Sta. 15[illegible]
Const
Inst.
Tr. Ex[illegible]

(13) Sta. 1[illegible]
Const.
Remov
Remov
Inst.
Tr. Ex[illegible]

(8) Sta. 1515 + 25 To Sta. 1520 +00
Inst. 6" Drain Pipe - 512'
Special Filter Matl. - 62 C.Y.
Tr. Exc 32 C.Y.

(10) Sta. 1513 +00
Const. Type "CG-1" Inlets - 2 (Total)
Inst. 12" Sewer Pipe - 68'
Tr. Exc. 15 C.Y.



12V-144

SE ... T 13 S., R. 1 E., W.M.

9TH AVE.-18TH AVE. (SWEET HOME) SEC.
SANTIAM HIGHWAY
LINN COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	STATE	

Sta. 1515 +15
Const. Manhole

(15) Std. 1514 +54 To Sta. 1515 +15
Const. Type "CG-1" Inlets - 4 (Total)
Remove Inlets - 2 (Total)
Remove 8" Sewer Pipe - 48'
Remove 10" Sewer Pipe - 66'
Inst. 12" Sewer Pipe - 140 (Total)
Tr. Exc. 31 C.Y.

(14) Sta. 1519 +25 To Sta. 1520 +85
Const. Type "CG-1" Inlets - 2 (Total)
Inst. 12" Sewer Pipe - 224'
Tr. Exc. 50 C.Y.

(17) Const. Type "C" Conc. Island - 6 (Total)
(17A) Remove Exist. Conc. Island
(18) Painted Pedestrian Crosswalk (By Others)

1515 AVE.
15TH AVE.
13 TH
1520
1525
N 78° 30' 30" E.
R/W
℄ R/W

(9) Sta. 1521 +10 To Sta. 1530 +10
Inst. 6" Drain Pipe - 968'
Special Filter Matl. - 109 C.Y.
Tr. Exc. 60 C.Y.

(11) Sta. 1514 +70 To Sta. 1515 +30
Const. Type "CG-1" Inlets - 3 (Total)
Remove Inlets - 2 (Total)
Remove 8" Sewer Pipe - 42'
Inst. 12" Sewer Pipe - 74' (Total)
Tr. Exc. 17 C.Y.

(12) Sta. 1516 +00 To Sta. 1518 +00
Const. Type "CG-1" Inlets - 2 (Total)
Inst. 12" Sewer Pipe - 200' (Total)
Tr. Exc. 45 C.Y.

(10) Sta. 1513 +00
Const. Type "CG-1" Inlets - 2 (Total)
Inst. 12" Sewer Pipe - 68'
Tr. Exc. 15 C.Y.

+ 25 To Sta. 1520 +00
ain Pipe - 512'
ter Matl. - 62 C.Y.
C.Y.

(13) Sta. 1518 +00
Const. Type "CG-1" Inlet
Remove Inlet
Remove 10" Sewer Pipe - 5
Inst. 12" Sewer Pipe - 5
Tr. Exc. 13 C.Y.

WEST BOUND
Profile Grade 30' Lt.
Ground Line 30' Lt.
Ground Line 39' Rt.
NO V.C.
200 V.C.
100' V.C.
150' V.C.
-0.0369
+0.2800
-0.2400
+0.3891
+0.6000
Subgrade
Exc. 1,990 (Excess)
Exc. 145 (Median)
Exc. 32 (Median) (Excess)
Exc. 139 (Median)
Exc. 45 (Median) (Excess)
See Sht. 5
Emb. 28 (Median) (Topsoil)
Emb. 65 (Median)
Emb. 23 (Median) (Topsoil)
Emb. 56 (Median)
Emb. 47 (Median) (Topsoil)
Emb. 116 (Median)
EAST BOUND
12V-144

SAFEWAY STORES, INCORPORATED

P.O. Box 14071, Portland, Oregon 97214 (1139 S.E. Third Avenue)

October 22, 1975

State Highway Department
STATE OF OREGON
State Highway Building
Salem, Oregon

Safeway Store No. 500
1540 "M" Street
Sweet Home, Oregon

Gentlemen:

On a recent trip to Sweet Home, we noticed that work on Highway 20 through town is progressing. We would appreciate it if you could provide us with a drawing of the proposed new highway improvement from 15th Avenue including the intersection to 18th Avenue. We would also appreciate it if you could let us know when construction of the highway between these two streets will take place and also if you would keep us informed of your progress.

We also noted that this highway reconstruction work resulted in impaired access to some of the existing businesses. The grocery business depends upon good access and we would appreciate your letting us know what steps will be taken to assure adequate access to the subject property during reconstruction of Highway 20.

Very truly yours,

SAFEWAY STORES, INCORPORATED

Lee Mecham

V. L. Mecham
Real Estate Representative

VLM:cab

cc: John A. Cartales for Maynard Ellis

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 27 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

RECEIVED
STATE HWY ENGR
OCT 24 '75
REFER TO
Versteeg
FOR

Info	Inves	R/D	O/R	Sign	Act	File
		✓				

OREGON STATE HIGHWAY DIVISION

October 23, 1975

P.O. Box 30
Salem, Oregon
97310

9th Ave.-18th Ave. (Sweet Home)
Santiam Highway
Linn County
Contract No. 8271

JUDY WODTLI
1103 MT VIEW ROAD
SWEET HOME, ORE.
97386

RECEIVED
STATE HWY ENGR
OCT 27 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

Judy Wodtli
163 Mountain View Rd.
Sweet Home, Oregon
97386

Dear Ms. Wodtli,

The contract for the 9th to 18th Ave. section of the Santiam Highway in Sweet Home was awarded to Corvallis Sand & Gravel, Co. of Corvallis in August of this year. The excavation and removal work began on August 27th. At that time the weather had been generally hot and dry and there was little reason to expect that it would not continue for some unknown period of time.

The contract was scheduled with the assumption that at least part of the work could be started and completed this year, yet allowing that a certain share of the work would more than likely be done the following year.

The Highway Division recognizes the fact that contractors who bid on projects might have other work, both public and/or private, going on or already scheduled at the same time that they are bidding for the State Highway Division work. The Division, however, also places a tremendous amount of importance on assuring a timely completion of their own projects. With these and many other factors being considered, a great deal of thought and consideration is given to arriving at a realistic amount of time in which an average bidder might commence and complete a particular project. This time limit is then written into the contract and the successful bidder is subject to penalty if he does not complete his work within that time. By allowing the contractor as much flexibility as is possible in coordinating and controlling his own operations and yet completing the project in the allotted time, we (which is really you the public) are able to obtain the most competitive bid prices. We try to avoid dictating precise periods of time that a contractor must or must not work as this would tend to restrict or narrow the field of competition. By the same token the successful bidder is discouraged if not prohibited from abuseing this right when specific conditions warrant such action. Unusual circumstances or conditions that might have an effect of stipulating how the contractor carries on his operations are hopefully anticipated ahead of time and are included as part of the contract. This was true on this particular contract in that work areas were limited in length to two blocks at a time, in the interest of minimizing the impact to businesses along the route. This requires that the contractor complete the excavation, install the drainage facilities, construct new curbs and partially complete the paving of the first two block section before beginning work on the next section. This of course presents a problem to the contractor of scheduling the different operations on the project along with his work elsewhere. Also, in our

NOTED
H.S.COULTER

RECEIVED
OCT 27 1975
Office of
Assistant State Highway Engineer

Respectfully yours,
K. D. Wolfe
RESIDENT ENGINEER

case, city crews had to move several water services which were in conflict with the contractors operations. Just prior to the time the project was scheduled to be paved, on October 2nd, there was a fire at the contractors asphalt plant which burned out much of the wiring. This took several days to repair, upsetting that part of his schedule. Paving was re-scheduled for October 9th, but by then the rains had eventually came, softening the roadway and making it impossible to pave. Work was suspended for several days in the hopes the weather would take a change for the better and the dirt grade would dry out. When the weather began to look promising the contractor removed a considerable amount of mud, replaced it with rock and the two block area was paved. This was on October 17th and 20th.

The sidewalks have now been filled in and as soon as the signals can be put back in their original working order and the highway re-striped, traffic will again be using both sides of the highway for the rest of the winter.

While a person can see how all these operations could have been better coordinated in the interest of completing this portion of the project, it is the Highway Divisions policy to allow the greatest latitude possible in the scheduling of the contractors operations. He is normally required to do work outside his own schedule only when physical harm to life and property is eminent or it is obviously in the best interest of the general public.

It has been agreed upon by the city to release the contractor from the two block limit when he begins work again next spring and allow him to keep a more continuous operation in progress which will considerably shorten the overall time in which traffic will be denied the use of that particular side of the street. This will of course be predicated on his ability to maintain his operations in such a manner as to speed up the work to a more timely end.

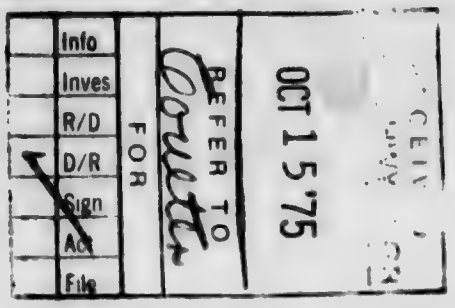
Thank you for your letter. It is often through citizen input that the Highway Division is made more fully aware of problem areas and corrections can be made in future contracts. If we can be of further assistance please contact us.

Respectfully yours,

K.D. Wolfe

K.D. Wolfe
RESIDENT ENGINEER

cc: H.S. Coulter
Region



Oct. 13. 1975.

EST

Sirs

I'm writing this letter as a concerned citizen from Sweet Home. I'd sure like to know why the state has torn up the highway through our town.. Lord what a mess. I should know, I work in one of the downtown stores and I can see whats happening. They haven't even worked on it for over a week now. There should be a law against tearing things up and just leaving them. I suppose the excuse is the weather is too bad to work. Well everyone knows what kind of weather we have this time of year and this mess should never have been started until it could be completed right away. Its really crazy. I can't

believe it. We have had bumper to bumper traffic and a lot of accidents since this started I never heard of such garbage. I'm really astonished at the state. I suppose we have to put up with this though the holiday season and all. That's even bad for businesses. Everyone will go out of town to do their shopping because there aren't any places to park. Wow!

Judy Wodtke
1103 Mth. View Rd.
Sweet Home, Oregon
97386

8271

16

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OR 97310

FILE:

July 2, 1975

FROM: L. E. George
Traffic Engineer

SUBJECT: OTC Meeting of June 30, 1975

TO: C. O. Fredrickson
Region II Engineer

At the June 30 Transportation Commission meeting, three mid-block crosswalks were approved on the Santiam Highway in the City of Sweet Home at the following locations:

1) Between 10th and 12th Avenues
2) Between 13th and 15th Avenues
3) Between 15th and 18th Avenues

These mid-block crosswalks may now be included as a part of the 9th-18th Avenue project.

pb
cc: J. H. Versteeg

REFERRED TO

Board — Reed
Cole — Sample
Eriksen — Watson
Heger — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
2 A. C.
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 3 1975
ROAD DESIGN

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return
Bring Up
Other

8271

16

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 3, 1975

FILE:

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: 9th Ave.-18th Ave. (Sweet Home)
Santiam Highway
Linn County

TO: MEMORANDUM TO THE FILES

The City has requested painted pedestrian crosswalks on the Santiam Highway between 10th and 12th and 15th and 18th Streets. They do not want the sidewalk ramps. The State law requires that these ramps are mandatory. Jerry Wimer will contact the City of Sweet Home with this information and give us their recommendation for the crosswalks.

This recommendation should be to the Final Design Unit by Friday, June 13, 1975.

Fronts ramps are required. Lyle agree
Hal - Agree. See attached copy of Law.

LKW:we
cc: C. O. Fredrickson
Roger Trygstad
Walter Barrie
C. G. Swenson

RECEIVED
JUN 6 1975
ROAD DESIGN SECTION

Swenson
R. Olson
Trout

Return To
Bring Up
Other

Enrolled

Senate Bill 303

Sponsored by Senator BROWNE

CHAPTER 176

AN ACT

Relating to curb ramps for the physically handicapped.

Be It Enacted by the People of the State of Oregon:

SECTION 1. (1) The standard for construction of curbs on each side of any city street, or any connecting street for which curbs and sidewalks have been prescribed by the governing body of the city having jurisdiction thereover, shall require not less than two curb cuts or ramps per lineal block to be located on or near the crosswalks at intersections. Each curb cut or ramp shall be at least 30 inches wide at a slope not to exceed one-inch rise per eight-inch run and so constructed as to allow reasonable access to the crosswalk for physically handicapped persons.

(2) Standards set for curb cuts and ramps under subsection (1) of this section shall apply to all new curb construction and to all replacement curbs constructed at any point in a block which gives reasonable access to a crosswalk.

Approved by the Governor June 27, 1973.
Filed in the office of Secretary of State June 27, 1973.

1 J Versteeg
2 A. Olson
3 Terpin T
Scott
Copy Swenson
Copy R. Olson
Trout RT

RECEIVED
AUG 27 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

NOTED
E. S. HUNTER

cc Versteeg
Wolfe

8271

16

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

ROBERT STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 6, 1975

Mr. David M. Crutcher
City Manager
City Hall
Sweet Home, OR 97306

Dear Mr. Crutcher:

Your request for the State to develop a connector to Second Avenue has been given consideration.

In view of the estimated cost to the State, and considering the short supply of funds, your proposal does not meet with our concurrence.

Very truly yours,

C. O. Fredrickson
REGION ENGINEER

BY Phillip O. Stearns
Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/la
cc: J. H. Versteeg
Victor D. Wolfe

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY - 7 1975
ROAD DESIGN SECTION

Progress Reply
Contract Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8271

16

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 2, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: 9th Avenue-18th Avenue
(Sweet Home) Section
Santiam Highway
Linn County

Two-hundred thousand dollars of 1974 bond funds were set up to do the 9th Avenue-18th Avenue Section in Sweet Home. The present proposal is estimated to cost around $700,000. Region 2 has been advised and they will contact the local COG to see what they wish to do about their funding priorities.

No date has been established to advertise this project at this time.

JHV:jh
cc: L. E. George
Victor D. Wolfe
L. W. Rulien
C. O. Fredrickson

REFERRED TO

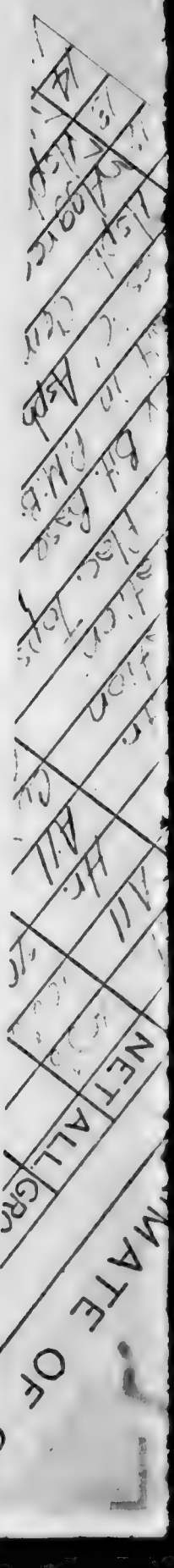
Beard	Read
Cole	Sample
Eriksen	Watson
Hager	Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

RECEIVED
MAY - 2 1975
ROAD DESIGN SECTION

Versteeg	Requires Reply
A. Olson	Requires Approval
Terpin	Receiver Keep
Scott	Do not File
Swenson	Return To
R. Olson	Bring Up
Trout	Other



SECTION 9th Ave. - 18th Ave. (Junction)

HIGHWAY Santiam Hwy.

ESTIMATE OF COST 5/1/75

SHEET 1 OF

HWY 16

NO.	ITEM	UNIT	NET	ALL	GROSS	UNIT COST	SEGREGATION OF QUANTITIES FAS QUANT.	FAS COST	STATE QUANT.	STATE COST	TOTAL CO
1	Mobilization	All	[illegible]								11,153
2	Temp. Prot. & Dir. of Traffic	All	[illegible]								[illegible]
3	Flagmen	Hr.	700			12 50					8,75[illegible]
4	Rem. of Str. & Obstr.	All	100%								10,100
5	General Excavation	Cu. Yd.	153[illegible]			4 00					[illegible] 323
6	Trench Excavation	Cu. Yd.	450			10 00					4,500
7	Furnish & Plac. Topsoil	Sq. Yd.	240			6 00					[illegible]
8	Dense Mix Bit. Base Mix.	Ton	14,500			12 00					[illegible]
9	Asphalt in F.M.E.P.	Ton	[illegible]			[illegible]					[illegible]
10	Type C Asph. Conc. Mix	Ton	2,100			[illegible]					30,[illegible]
11	Asph. Cement in Mix	Ton	100			[illegible]					[illegible]
12	Aggregate Base	Co. Yd.	[illegible]			[illegible]					[illegible]
13	Asphalt Tack Coat	Ton	2			[illegible]					3,7[illegible]
14	12" sewer pipe	Lin. Ft.	1,389			3 [illegible]					[illegible]
15	Conc. Manhole	Each				[illegible] 00					[illegible]
16	Const. Inlet, Type C-1	Each	25			[illegible]					7,[illegible]
17	6" Drain Pipe	Lin. Ft.	2,547			5 00					[illegible]
18	Special Filter Material	C. Yd.	[illegible]			15 00					[illegible]
19	Type "C" Conc. Curb	Lin. Ft.	[illegible]			2 65					[illegible]
20	Conc. Sawing	" "	31[illegible]			3 50					[illegible]
21	Conc. Walks	Sq. Yd.	[illegible]			11 50					[illegible]
22	Guide Posts	Each	38			12 00					[illegible]
23	Adjust Manhole	Each	14			500 00					7000
24	" Inlet	Each	10			250 00					2,500
25	[illegible]	Inch	24			250 00					[illegible]
26	Furnish Traffic Signal Complete	All	[illegible]								[illegible]
	Total Contract Items										[illegible]
	[illegible]										[illegible]
	Total										119,214

REFERRED TO

Board — Reed

Cole — Sample

Erikson — Watson

Hagar — Wolfe

Hansen — Dickson — De — Nile Creek — Dun

BY FINAL DESIGN ENGINEER

SECTION 9th Ave - 15th Ave (South Junction)

HIGHWAY South Junction

ESTIMATE OF COST 5/1/75

SHEET 2 OF

NO.	ITEM	UNIT	NET	ALL	GROSS	UNIT COST	SEGREGATION OF QUANTITIES FAS QUANT.	FAS COST	STATE QUANT.	STATE COST	TOTAL C
	Anticipated Items										
	Signing - Permanent										
	Striping										1850
											717,135

8271 — Sweet Home — 16

REFERRED TO

Beard Reed
Cole Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9th - 18th St

Ken Wolfe & Phil Steams have presented to City for their use in making formal request for inclusion in contract

Original Quantity & Cost

Curb Removal -	2285 Lin. Ft. @ $1.00	=	$ 2285.00
Sidewalk Removal -	254 Sq. Yds @ $3.00	=	$ 762.00
Construct Curb -	70 Cu. Yds @ 75.00		$ 5,025.00
Construct S.W.	254 Sq Yds @ 11.50		$ 2794.00
			$ 14,866.00
S.W. Sawing	2285 Lin Ft @ $3.00		6,855
			$ 21,721.00

New Quantity & Cost

Curb Removal -	5085 Lin. Ft. @ $1.00	=	$ 5,085.00
S.W. Removal -	4,031 Sq yds @ 3.00		$ 12,093.00
Construct Curb -	145 Cu. Yds @ 95.00		$ 13,775.00
Construct S.W.	3,094 Sq Yds @ 11.50		$ 35,581.00
Construct Dr. Way.	1037 Sq. Yds @ 12.50		$ 12,962.00
			$ 79,496.00

Verstegen
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 1975
ROAD DESIGN SECTION

Original Copy
Engineer's Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

	Was (To Construct)	Now (To Construct)	Difference
Curb Removal	$ 2285.00	$ 5,085.00	$ 2800.00
Sidewalk Removal	762.00	12,093.00	11,331.00
Construct Curb	5025.00	13,775.00	8,750.00
Construct S.W.	2794.00	35,581.00	32,787.00
Construct Dr. Way	0	12,962.00	12,962.00
	$ 14,866.00	$ 79,496.00	$ 64,630.00
	6,855.00		
	21,721.		$ 57,775.00

Add Engr & Contingencies

cc. Frank Tommie & Don H.....00

8271

R

5f

3/31/75

April 10, 1975

City of Sweet Home
City Hall
Sweet Home, OR 97386

Attention: David M. Crutcher
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5279

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of a traffic signal at the intersection of 15th Avenue and Main Street (Santiam Highway) and to revise existing signals at 12th Avenue and 18th Avenue Intersections.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc L. E. George (agree. att.)

8271

R

5f

3/31/75

April 10, 1975

City of Sweet Home
City Hall
Sweet Home, OR 97386

Attention: David M. Crutcher
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5279

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of a traffic signal at the intersection of 15th Avenue and Main Street (Santiam Highway) and to revise existing signals at 12th Avenue and 18th Avenue Intersections.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc L. E. George (agree. att.)

8271

16

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 7, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: 9th Avenue-18th Avenue (Sweet Home)
Santiam Highway
Linn County

TO: MEMORANDUM TO THE FILES

A request was received from the City of Sweet Home to replace the walks on the named section. They also requested, that two feet of the walk adjacent to the curb to have a decorative design. Additional curb replacement will be required because of the walk replacement and these costs should be borne by the City.

Additional field information has been requested from C. O. Fredrickson as to walk widths existing. It is requested that this information be received by April 11.

The existing right of way line is at the face of the curb in this section. John Oakes informs that the State may replace these walks only to the existing widths without having to obtain additional right of way or easements.

LKW:we
cc: C. O. Fredrickson
John Oakes
Don Harwell
Roy E. Olson

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 9 - 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

2371

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE March 24, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Agreement**

When the 9th Avenue-18th Avenue project on the Santiam Highway in the city of Sweet Home is contracted, we plan to include the installation of a traffic signal at 15th Avenue and the upgrading of the existing signals at the 12th Avenue and 18th Avenue intersections.

This project is to be funded by State Bond money, and the City will have no financial involvement except for bearing the cost of all future power.

We have prepared an agreement with the City which outlines these financial arrangements. Your approval of the agreement and authorization for me to sign it is recommended. This item will be on the agenda of the March 31 Commission meeting.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
R. L. Schroeder
L. E. George
Ben Gifford
Don Harwell
C. O. Fredrickson
Jack Graham
Gary Sund

RDT:rj srb

8271

FORM 81-734-3030

R

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 10, 1975

FET

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: 9th Ave.-18th Ave.(Sweet Home) Sec.
Santiam Highway
Linn County

TO: Gerry Wimer
Region II Construction Engineer

The subject project was placed on the June 19 date because of the necessity to acquire two parcels of right of way.

Mr. J. B. Boyd, Right of Way Engineer, has determined that it is unnecessary to acquire those parcels. The public, by right of adverse possession, has acquired the right to use the property. Therefore, the right of way can be certified clear and we can proceed to contract the project earlier than June 19.

FET:we
cc: E. S. Hunter
L. W. Rulien
J. B. Boyd
C. G. Swenson
L. K. Watson

NOTED
E. S. HUNTER

RECEIVED
MAR 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 5, 1975

FILE: 22-1302-901

FROM: G. W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: 9th Ave.-18th Ave. Unit
City of Sweet Home Section
South Santiam Highway

TO: J. H. Versteeg
ROAD DESIGN ENGINEER

The February 27, 1975, schedule of contract lettings shows the subject project on the June 19, 1975, bid opening. Field plans on this bond project have been in your office for some time.

Discussions with the city of Sweet Home have been on the basis of completing this construction this summer. Staging for traffic purposes results in doing first one side and then the other. In essence this amounts to building two half width streets one after the other in one construction season.

To do so we should start early. Anything you can do to restore this project to an earlier letting date would be appreciated.

GWW/db

cc: C. T. Keasey
Howard Johnson
Ken Wolfe

1 C
2 T

~. 8271

16

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 4, 1975

FILE:22-1302-901

FROM: G. W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: J. H. Versteeg
ROAD DESIGN ENGINEER

SUBJECT: Median Islands
9th Ave.-18th Ave. Unit
City of Sweet Home Section
South Santiam Highway

Resident Engineer K. D. Wolfe recently reviewed the preliminary plans for the subject project. He called attention to the problem of undermining the existing B-45 median curb.

To assist this office in its recommendation, Mr. Wolfe was instructed to prepare reconnaissance type estimates of three alternatives. His very excellent review is attached.

Although the full depth pavement is slightly more expensive than a topsoiled island, the full depth pavement would be the preference of this office except the city of Sweet Home has been insisting on the retention of the islands. Therefore, the type C curb replacement of the existing curb is recommended.

GWW/db
Attach.
cc: Howard Johnson
Ken Wolfe

REFERRED TO

Board ____ Reed ____
Cole ____ Sample ____
Friksen ____ Watson ____ W
Hager ____ Wolfe ____
Return Discuss Do File Copy Dup...
...FINAL DESIGN ENGINEER
~~Estimates returned to~~
~~designers files~~ fw.

1 ____ V
2 ____ T

RECEIVED
ROAD DESIGN SECTION

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

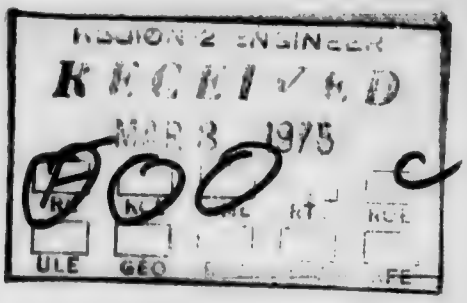
February 27, 1975

FILE: 22-1302-901

FROM: K.D. Wolfe
RESIDENT ENGINEER

SUBJECT: 9th Ave.-18th Ave. (Sweethome)
Santiam Highway
Linn County

TO: G.W. Wimer
REGIONAL CONSTRUCTION ENGINEER



Herewith tranmsitted are alternates (3) for the above named project as per your request of 2/24/75.

Prices for curb and asphalt removal, type "B" curb and topsoil obtained from Cliff Layton, 2/26/75.

In my opinion, the removal costs for curb and A.C. on each estimate, especially where we indicate complete removal, would be much less due to the fact it would be removed in conjunction with the general excavation material with the same type of equipment.

Remainder of prices used, are from original estimate made by James Chaney, any other costs are noted on the particular item.

A brief summary of the 3 proposed alternates is as follows:

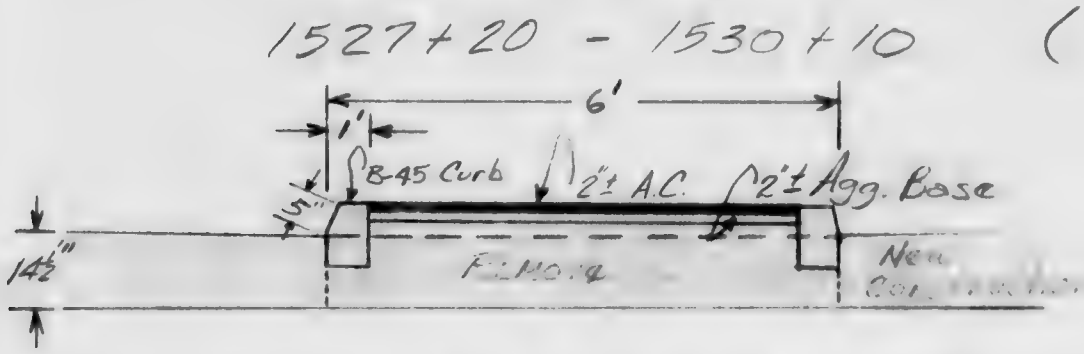
No. 1-Full pavement width, paint island.....	$ 25,210.88
No. 2-Full pavement width, type B curbs, paved islands with planter pots.....	56,711.25
No. 3-Type C curb, topsoil island.....	19,950.00

9th Ave. - 18th Ave. (Sweethome)
Santiam Hwy.
Linn County
2/25/75

Alternate No. 1

Consisting of the excavation and removal of the existing B-45 curb, 2"± A.C, 2"± Agg. Base & 15½" of waste material.

station	1501 +70	- 1505 +25	(355')
	1505 +85	- 1510 +35	(450')
	1511 +30	- 1514 +50	(320')
	1515 +25	- 1520 +15	(490')
	1520 +95	- 1526 +60	(565')
	1527 +20	- 1530 +10	(290')



Replace with 12½" P.M.B.B. & 2" class "C" A.C..
Paint islands.

- REMOVAL -

Curb - (2,470' x 2 sides) + (6' x 10) = 5,000 Lin.Ft.

Asphalt - $\frac{2{,}470' \times 4'}{9} = \frac{9{,}880^{\square'}}{9}$ = 1,100 sq. yds.

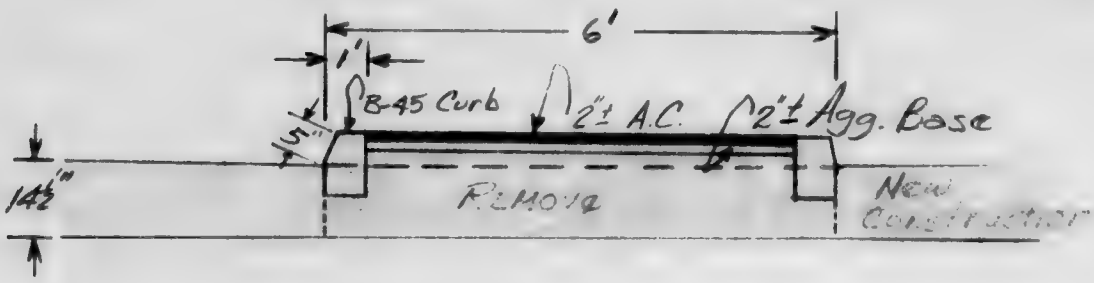
General Excavation (including rock) -

$$\frac{(2{,}470' \times 6' \times .8') + (\quad \times 1' \times .8')}{27}$$

$$\frac{11{,}856'^3 + 7{,}904'^3}{27} = \frac{19{,}760'^3}{27} = 730 \text{ cu. yds.}$$

Consisting of the excavation and removal of the existing B-45 curb, 2"± A.C, 2"± Agg. Base & 15½" of waste material.

Station	1501+70	- 1505+25	(355')
	1505+85	- 1510+35	(450')
	1511+30	- 1514+50	(320')
	1515+25	- 1520+15	(490')
	1520+95	- 1526+60	(565')
	1527+20	- 1530+10	(290')



Replace with 12½" P.M.B.B. & 2" Class "C" A.C.. Paint islands.

- REMOVAL -

Curb - (2,470' x 2 sides) + (6' x 10) = 5,000 Lin.Ft.

Asphalt - $\frac{2{,}470' \times 4'}{9} = \frac{9{,}880^{\square'}}{9} =$ 1,100 sq. yds.

General Excavation (includes rock) -

$$\frac{(2{,}470' \times 6' \times .8') + (2{,}470' \times 4' \times .8')}{27} =$$

$$\frac{11{,}856'^{3} + 7{,}904'^{3}}{27} = \frac{19{,}760'^{3}}{27} =$$ 730 cu. yds.

- CONSTRUCT -

P.M.B.B. - 6' x 2,470' x 12½" x .00621 = 1150 tons

Class "C" A.C. - 6' x 2,470' x 2" x .00621 = 184 tons

Painting- As per telephone conversation with Gerald Parker 2/25/75.

For 2,470 feet

6 man pavement legend crew
$86.36/hour x 8 hrs. = $690.88

P.M.B.B. (Asphalt in) - 1150 tons x .055 = 63 tons

Class "C" (Asphalt in) - 184 tons x .055 = 10 tons

SECTION 9th Ave. - 18th Ave. (Sweethome) ESTIMATE OF COST 2/25/75 SHEET 1 OF 1

HIGHWAY Santiam (#1

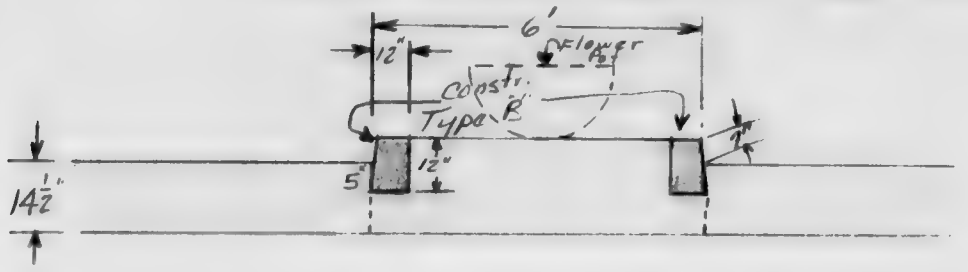
NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST $	TOTAL COST $
1	Removal of Str. & Obstr.						
	Curb	Lin. Ft.	5,000	—		1 00	5000 00
	Asphalt	Sq. Yds.	1,100	—		1 00	1100 00
2	General Excavation	Cu. Yds.	730	—		2 00	1460 00
3	Bituminous Base Mixture	Ton	1150			7 00	8050 00
4	Asph. in Bit. Base	Ton	63			100 00	6300 00
5	Class "C" A.C.	Ton	184			8 75	1610 00
6	Asph. in Class "C" A.C.	Ton	10			100 00	1000 00
	Striping (State Forces)	Hour	8			86 25	690 88
	TOTAL						25210 88

9th Ave. - 18th Ave. (Sweethome)
Santiam Hwy.
Linn County
2/25/75

Alternate No. 2

Consisting of the removal of B-45 curb and the excavation will be the same as Alt. #1.

SAME station Limits as Alt. #1.



Replace with 2-3' Lifts of P.M.B.B., 1-3½" lift of P.M.B.B, construct type "E" Curb, fill area behind curbs to top of curbs with Class "C" A.C. (12"). Place large flower pots @ designated areas throughout the median areas.

-Removal-

SAME as Alt. #1.

-Construct-

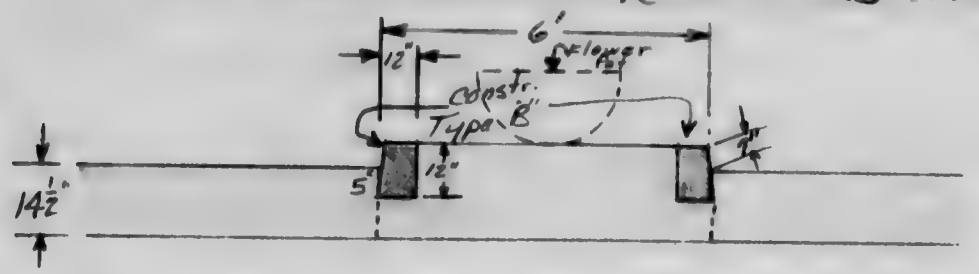
P.M.B.B. - 6' x 2,470 x 9½" x .00621 = 875 tons

Class "C" A.C. - 4' x 2,470' x 12" x .00621 = 735 tons

Type "E" Curb - 5,000' x 12" 12" 185 cu. yds.

consisting of the removal of B-43 curb and the excavation will be the same as Alt. #1.

SAME station Limits as Alt. #1.



Replace with 2-3" Lifts of P.M.B.B., 1-3½" lift of P.M.B.B, construct type "B" Curb; fill area behind curbs to top of curbs with Class "C" A.C. (12"). Place large flower pots @ designated areas throughout the median areas.

-Removal-

SAME as Alt. #1.

-Construct-

P.M.B.B. - 6' x 2,470 x 9½" x .00621 = 875 tons

Class "C" A.C. - 4 x 17' x 12" x .00621 = 735 tons.

Type "B" Curb - 2,000' x 12" x 1" 185 cu. yds.

Ornimental Concrete Planter - [illegible] K, (1501 2/25/75, the size of unit is 2'6 diameter [illegible] per each $160.00, spacing, about 1 every [illegible] feet.

P.M.B.B. (Asph. in.) - 875 tons x .055 = 48 tons

Class "C" A.C. (Asph. in.) - 735 tons x .055 = 40 tons

SECTION 9th Ave. - 18th Ave. (Sweethome) ESTIMATE OF COST 2/25/75 SHEET 1 OF 1

HIGHWAY Santiam #2

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST $	TOTAL COST $
1	Removal of Str. & Obstr.						
	Curb	Lin.Ft.	5,000			1.00	5000.00
	Asphalt	Sq.Yds.	1,100			1.00	1100.00
2	General Excavation	Cu.Yds.	730			2.00	460.00
3	Bituminous Base Mixture	Tons	875			7.00	6125.00
4	Asph. in Bit. Base	Tons	48			100.00	4800.00
5	Class "C" A.C.	Tons	735			8.75	6431.25
6	Asph. in Class "C" A.C.	Tons	40			100.00	4000.00
7	Type "B" Curb	Cu.Yds.	185			75.00	13875.00
8	Ornamental Conc. Planter Units	Each	87			160.00	13920.00
	TOTAL						56711.25

9th Ave. - 18th Ave. (Sweethome)
Santiam. Hwy
Linn County
2/25/75

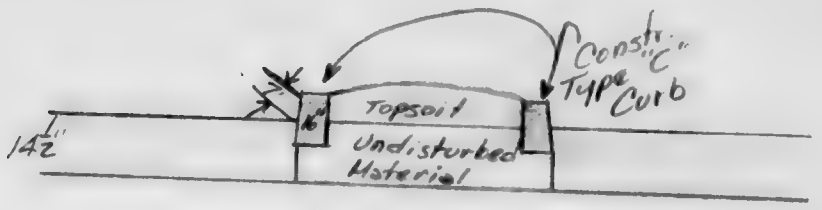
SEC HIG (1)

T]

Alternate No. 3 (Type "C" curb - Topsoil Islands)

Consisting of the removal of existing B-45 curb and the excavation of the median for a depth of 7" to allow the installation of 7" of topsoil.

SAME station Limits as Alt. #1.



Replace with type "C" curb and 7" of topsoil.

- Removal -

Curb - 5,000 Lin. ft.

Asphalt - 1,100 sq. yds. } same as Alt. No. 1

General Excavation (includes rock) -

$$\frac{(2{,}470' \times 4\tfrac{1}{2}' \times .8') + (5{,}000' \times .75' \times .75')}{27} =$$

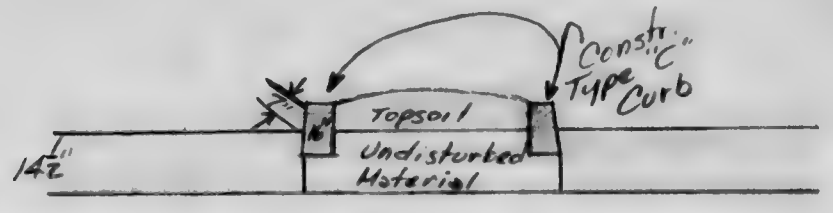
$$\frac{8892'^3 + 2813'^3}{27} = \frac{11{,}705'^3}{27} = 434 \text{ cu. yds.}$$

- Construct -

Type "C" Curb - 5,000' x .03086 yd³/lf. = 154 cu. yds.

Consisting of the removal of existing B-45 curb and the excavation of the median for a depth of 7" to allow the installation of 7" of topsoil.

SAME station limits as Alt. #1.



Replace with type "C" curb and 7" of topsoil.

- Removal -

Curb - 5,000 Lin. ft.

Asphalt - 1,100 sq. yds.

} same as Alt. No 1

General Excavation (includes rock) -

$$\frac{(2{,}470' \times 4\tfrac{1}{2}' \times .8') + (5{,}000' \times .75' \times .75')}{27} =$$

$$\frac{8892'^3 + 2813'^3}{27} = \frac{11{,}705'^3}{27} = 434 \text{ cu. yds.}$$

- Install -

Type "C" Curb - 5,000' x .03086 yd³/ft. = 154 cu. yds.

Furnish & Place Topsoil - $\frac{2{,}470' \times 4\tfrac{1}{2}' \times .6'}{27} =$

$$\frac{6{,}669'^3}{27} = 247 \text{ cu. yds.}$$

SECTION 9th Ave. - 18th Ave. (Swedtown) ESTIMATE OF COST 2/25/75 SHEET 1 OF 1
HIGHWAY Santiam #3

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
						$	$
1	Removal of Str. & Obstr.						
	Curb	Lin. Ft.	5,000			1 00	5000 00
	Asphalt	Sq. Yds.	1,100			1 00	1,100 00
2	General Excavation	Cu. Yds.	434			2 00	868 00
3	Type "C" Curb	Lin. Ft.	5,000	—	—	2 30	11.500 00
4	Furnish & Place Topsoil	Cu. Yds.	247	—	—	6 00	1,482 00
	TOTAL						19,950 00

2271

F. Turpin 16

FORM 61-7.14.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 22-1302-901

Salem, Oregon
February 24, 1975

FROM: K.D. Wolfe
RESIDENT ENGINEER

TO: C.O. Fredrickson
REGIONAL ENGINEER

SUBJECT: PRELIMINARY PLANS FOR REVIEW
9th Ave.-18th Ave.(Sweet Home)
Santiam Highway
Linn County

REGION 2 ENGINEER
RECEIVED
FEB 26 1975
RE | ACE | LME | RTE | ROE
LLE | GEO | RSO | ROC | RFE

I have reviewed the plans (1/2/75 Preliminary copy) for the above project and offer the following comments or suggestions:

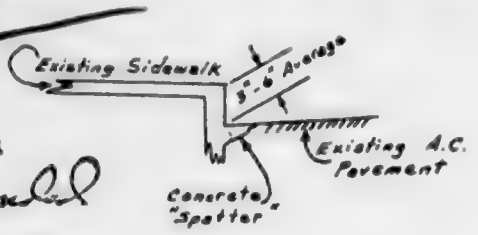
-If work is not planned to the west in the near future, 45'± of sunken curb and gutter line (which ponds considerable water) right of 1501+15 to +60 should be removed and reconstructed. This would require feathering the A.C. back to 1501+15 right to +60 left. It would require adjustment of 1 additional manhole. Also the inlet on the radius left of +70 only has 3"± of existing reveal and does not match prescribed 7" reveal ahead.

-Curb left of 1502-1506 has sporadic sections of badly deteriorated curb face. It is monolithic curb and sidewalk. It would require sawing to replace the curb. In my opinion it should be. There is no guarantee as to what is underneath when the existing A.C. is removed and lowered. It should be given a long hard look as it will add materially to the overall job if it is decided to do it after the contract is let. There are other similar areas with further complications under further listings following.

-1507+60-1508+46± right, curb face badly deteriorated. Is monolithic curb and sidewalk and requires sawing (86'±). 1 inlet requires adjustment.

-1508+10-1509+50 right, on the plans has a notch in the paved street area but no notation as to what it is for.

-1509+35-1510+50 left, has curb "spatter" out into the street area for as much as a foot. This is monolithic curb and sidewalk and it appears that the sidewalk is either capped over the old curb or the old curb was removed and a new curb face created for the depth of the existing reveal, which in most cases is much less than 7". Much of the existing curb on the left and some on the right is this way.



(Continued)

REFERRED TO

Board	Reed
Cole	Sample
Erikson	Watson
Hager	Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

c.c. Frank Turpin w/plans
Please include curb, sawing, temp protection & similar items recommended by Wolfe in plans & specs.
We are studying median
D Kenis

I Please study median on my recent discussion
Leave for our record
D Kenis

Plans retained in Designer's file
c.c. Ken Wolfe w/attach

This type curb should be either sawed and replaced or an item be put into bid schedule for chipping and for refacing the curb with epoxy grout, etc.

-Approximately 50' of curb right 1510+30-1515+80 is in lousy condition and needs to be rebuilt.

-Item No. 5 on sheet 3 appears to be in as good or better shape than much of the curb shown to be left in.

-The city should be contacted to see about eliminating existing drop curbs (that go nowhere) in front of businesses where it shows curb removal and reconstruction under item no. 4 on page 3, left of 1511-1514+48±. We would have to have a bid item for concrete flatwork or have the city pick up the tab. Otherwise these curb drops would have to be rebuilt back to match the presently depressed sidewalk. This is all monolithic curb and sidewalk and requires sawing.

-The northwest radius at 13th Ave., left of 1514+70± is 0.5 foot, more or less, out of line with main east-west curb line and should be replaced. Being Replaced (see Note 4, Sheet 3)

-Right side between 12th and 13th St. (except west 100'±) is all monolithic curb and sidewalk and requires sawing. Also item no. 3 on page 4. The length should be increased to 250' and end at station 1517+60±.

- Right of 1518+90-1519+40± (50'), right 1521+15-1521+75 (60') and left 1517+50-1518+50± (100') have deteriorated curb faces. Are monolithic curb and sidewalk and require sawing. Left side also has considerable curb "spatter".

-Left side 15th St. to 1524+50± has curb"spatter" at the 5"-6" reveal line. Left 1527+90-1528+40 (50') has shallow reveal with wide curb "spatter" and is monolithic curb and sidewalk. Also new monolithic curb and driveway right 1527+30-1527+70± (40').

-Existing outlet on northwest radius at 18th Ave. is plugged tight. Construction limits should be extended to the east to cover the entire intersection.This intersection was not improved when the unit to the east was widened and improved. Requires adjusting (2) manholes. Could cause some detour problems as 18th is a main arterial.

-My first impression from looking at stage construction plan, sheet 2A, is that the cross streets do not get excavated. Perhaps the solid "under construction" line should carry through the intersections with a special notation that only one intersection can be removed at one time.

-Some other design should be considered for removal against the existing median curb. According to the typical section this is a B-45 concrete curb. It has a total depth of 10". We would be excavating, vertically, 11½" below bottom of curb. Any failure of the supporting

(Continued)

This type curb should be either sawed and replaced or an item be put into bid schedule for chipping and for refacing the curb with epoxy grout, etc.

-Approximately 50' of curb right 1510+30-1515+80 is in lousy condition and needs to be rebuilt.

-Item No. 5 on sheet 3 appears to be in as good or better shape than much of the curb shown to be left in.

-The city should be contacted to see about eliminating existing drop curbs (that go nowhere) in front of businesses where it shows curb removal and reconstruction under item no. 4 on page 3, left of 1511-1514+48±. We would have to have a bid item for concrete flatwork or have the city pick up the tab. Otherwise these curb drops would have to be rebuilt back to match the presently depressed sidewalk. This is all monolithic curb and sidewalk and requires sawing.

-The northwest radius at 13th Ave., left of 1514+70± is 0.5 foot, more or less, out of line with main east-west curb line and should be replaced. Being Replaced (see Note 4, Sheet 3)

-Right side between 12th and 13th St. (except west 100'±) is all monolithic curb and sidewalk and requires sawing. Also item no. 3 on page 4. The length should be increased to 250' and end at station 1517+60±.

- Right of 1518+90-1519+40± (50'), right 1521+15-1521+75 (60') and left 1517+50-1518+50± (100') have deteriorated curb faces. Are monolithic curb and sidewalk and require sawing. Left side also has considerable curb "spatter".

-Left side 15th St. to 1524+50± has curb"spatter" at the 5"-6" reveal line. Left 1527+90-1528+40 (50') has shallow reveal with wide curb "spatter" and is monolithic curb and sidewalk. Also new monolithic curb and driveway right 1527+30-1527+70± (40').

-Existing outlet on northwest radius at 18th Ave. is plugged tight. Construction limits should be extended to the east to cover the entire intersection.This intersection was not improved when the unit to the east was widened and improved. Requires adjusting (2) manholes. Could cause some detour problems as 18th is a main arterial.

-My first impression from looking at stage construction plan, sheet 2A, is that the cross streets do not get excavated. Perhaps the solid "under construction" line should carry through the intersections with a special notation that only one intersection can be removed at one time.

-Some other design should be considered for removal against the existing median curb. According to the typical section this is a B-45 concrete curb. It has a total depth of 10". We would be excavating, vertically, 11½" below bottom of curb. Any failure of the supporting

(Continued)

material below it, or minor contact by excavation equipment, could easily dislodge the curb. Maybe this island could be completely removed, traffic lanes revised slightly, and a continuous left turn refuge provided?

-Have wheelchair ramps been considered?

-It's hard to imagine that we won't get some pressure to provide temporary access (especially for delivery trucks) to some of the businesses while the sections are being excavated. I believe there should be some base rock and accompanying specifications set up in the quantities for this purpose. This would be particularly important at 18th St.

-It should be noted that any cost estimates for sawing curbs should take into account that existing parking meter bases and telephone or power poles restrict clearance, and staging in the gutter would be necessary to support and level the saw.

- Some of the above items were apparantly considered during the location but are not shown on the plan sheets.

Review of Temporary Protection and Direction of Traffic Plan (1/31/75 Preliminary copy).

-Signs (1) and (2) should be left on Stage III on east end also.

-Stage I on west end needs either a sign (5) or "merge left" sign following sign (4) with a sign (10) prior to sign (9).

-Sign (8) on west end should be left in place thru Stage III.

-Stage II on east end needs a sign (5) or "merge left" sign between sign (4) and (10) and a sign (9) between sign (10) and the barricade.

-Signs (1), (2) and (3) should be permanent post mounted with 110 V. flashers. Signs (4) and (6) should be permanent posts with 110 V. flashers and the signs can be alternated according to stages. Sign (7) should be portable mounted with 12 V. flasher.

-Should be notation with Stage III that "combinations of stage I and II signing may be required under Stage III".

-If temporary signs are bid per square foot, the specifications should indicate that "the maximum amount of signs that will be paid for will be the amount indicated on Stage I plus (1) each of signs (15), (16) and (17) or as approved by the engineer in writing".

-Sign no. (15) on the plan sheet should carry a notation of 1 (total) same as signs (16) and (17)?

(Continued)

-Specifications should require that existing signs that conflict with Temporary Protection signing shall be neatly covered with 4 mil black plastic, taped on with waterproof tape or other approved method.

-Should "No Left Turn" signs be provided for mainstream traffic at blocked intersections?

-There should be a typical to show and provide for temporary barricades across business entrances (service stations, shopping centers, etc.) that have off-street access, to prevent dropping into excavation areas.

Included is a copy of the plans, Temporary Protection and Direction, and prehistoric standard drawing showing a B-45 curb.

-END-

Versteeg
A. Olsen
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 3 - 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8271

R'

XXXXXXXXXX

February 24, 1975

Mr. David M. Crutcher
City Manager
1140 - 12th Avenue
Sweet Home, Oregon 97386

Dear Mr. Crutcher:

When the 9th Avenue-18th Avenue project on the Santiam Highway in the city of Sweet Home is reconstructed, we plan to include the installation of a traffic signal at 15th Avenue and the upgrading of the existing signals at the intersections of Main and 12th Avenue, and Main and 18th Avenue.

This project is to be funded by State Bond money and the City will have no financial involvement except for bearing the cost of all future power. Enclosed are three copies of an agreement covering this matter.

Will you please obtain the appropriate signatures and return them to this office together with a copy of the Resolution and/or Ordinance authorizing these signatures. After action by the Oregon Transportation Commission, a fully-executed copy of the agreement will be returned to you.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

Enclosures

bc F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson

RDT:pb: ab

9271

F. Terpin 16

FORM E-30

REGION 2 ENGINEER
RECEIVED
JAN 13 1975
RE | RCE | RME | RTE | ROE
ULE | GEO | RSO | ROC | RFE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1975

SUBJECT: 9th Street - 18th Street
Sweet Home
South Santiam Highway

To: Mr. G. W. Wimer
Regional Construction Engineer
East Salem Highway Building
Salem, OR 97310

Tomco Forest Ind.
File 48437

I have obtained the Easement to Dispose of Waste Materials from Tomco Forest Industries Inc., a copy of which is attached.

I asked both the Sweet Home City Engineer, Gary Pulver, and the City Manager, David Crutcher about any zoning problems. They both assured me that although the subject is in a residential zone there would be no need of a zone change or variance or any other permission needed. They said that the fill would be a benefit and no stumbling blocks would be put in our way.

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
3 Swenson CW
B. Olson

RECEIVED
JAN 15 1975
ROAD DESIGN SECTION

Request Reply
Request Approval
Receiver Keep
Do not File
Return
Bring Up
Other

Perry A. Crosley

PERRY A. CROSLEY
Right of Way Agent

PAC:nd
cc: J. B. BOYD

cc Frank Terpin w/attach ✓
Kents Oliver " "
Ken Wolfe " "

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

ORIGINAL

Highway Division
File 48437

EASEMENT TO DISPOSE OF WASTE MATERIALS

KNOW ALL MEN BY THESE PRESENTS, That TOMCO FOREST INDUSTRIES, INC., an Oregon corporation, hereinafter called "Owner", for the consideration of the sum of Ten and No/100 DOLLAR ($10.00), and other benefits to be received, for a period of two years from the date hereof or until the completion and opening of the 9th Street - 18th Street (Sweet Home) Section of the South Santiam Highway, whichever period occurs first; does hereby grant to the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called "State", an easement to dispose of waste materials not needed for highway construction and maintenance, upon the following described parcel of land, to wit:

A parcel of land lying in Section 32, Township 13 South, Range 1 East, W.M., Linn County, being more particularly described in that deed to Owner, recorded on February 28, 1972 in Microfilm Volume 34 at Page 426, Linn County Records.

The easement herein granted is given upon the following terms and conditions:

1. That not more than 12,000 cubic yards of material be placed on the above described property.

2. That material will be stockpiled in a single pile in reasonably uniform depths not to exceed 10 feet in height.

3. That no leveling or compaction by State or its contractors will be required.

4. That Owner will at some later date either level the material stockpiled, remove same or remove part of same and level the remainder within three years after completion of stockpiling by State or its contractors.

5. That State or its contractors will never be required to remove the material placed upon said property nor will be subject to any claims for loss, injury or damages by reason of the disposition of material thereon.

6. That it will not be mandatory upon State or its contractors to place material upon said property.

And Owner, does hereby covenant to and with State, its successors and assigns, that it is the owner in fee simple of the above described property which is free from all encumbrances and that Owner will warrant and defend the easement herein granted from all lawful claims whatsoever.

Dated this 2 day of Jan, 1975.

TOMCO FOREST INDUSTRIES, INC.
an Oregon corporation

DOLLAR ($10.00), and other benefits to be received, for a period of two years from the date hereof or until the completion and opening of the 9th Street - 18th Street (Sweet Home) Section of the South Santiam Highway, whichever period occurs first; does hereby grant to the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called "State", an easement to dispose of waste materials not needed for highway construction and maintenance, upon the following described parcel of land, to wit:

A parcel of land lying in Section 32, Township 13 South, Range 1 East, W.M., Linn County, being more particularly described in that deed to Owner, recorded on February 28, 1972 in Microfilm Volume 34 at Page 426, Linn County Records.

The easement herein granted is given upon the following terms and conditions:

1. That not more than 12,000 cubic yards of material be placed on the above described property.

2. That material will be stockpiled in a single pile in reasonably uniform depths not to exceed 10 feet in height.

3. That no leveling or compaction by State or its contractors will be required.

4. That Owner will at some later date either level the material stockpiled, remove same or remove part of same and level the remainder within three years after completion of stockpiling by State or its contractors.

5. That State or its contractors will never be required to remove the material placed upon said property nor will be subject to any claims for loss, injury or damages by reason of the disposition of material thereon.

6. That it will not be mandatory upon State or its contractors to place material upon said property.

And Owner, does hereby covenant to and with State, its successors and assigns, that it is the owner in fee simple of the above described property which is free from all encumbrances and that Owner will warrant and defend the easement herein granted from all lawful claims whatsoever.

Dated this 9 day of June, 1975.

TOMCO FOREST INDUSTRIES, INC.
an Oregon corporation

By _____

By _____

Highway Division
File 48437

STATE OF OREGON, County of Linn

Jan 9, 1975. Personally appeared Amos A. Hoenig and David Hoenig, who, being sworn, stated that they are the President and Secretary of grantor corporation and that this instrument was voluntarily signed in behalf of the corporation by authority of its Board of Directors. Before me:

H. E. Brown
Notary Public for Oregon

My Commission expires 2-19-78

ba

8271

16

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 6, 1975

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: 9th Avenue-18th Avenue (Sweet Home)
Santiam Highway
Linn County

The disposal area on the named section will be shown as a mandatory site. This was confirmed with G. W. Wimer on January 3, 1975. An agreement has been submitted with the Tomco Forest Industries Inc. to use this site. As of December 31, 1974 it had not yet been signed. This agreement is expected to be signed within a week or so.

LKW:we
cc: Gary A. Potter
G. W. Wimer
C. G. Swenson

RECEIVED
1975
ROAD
DESIGN
SECTION

16

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Telephone 378-6303
ROOM 108

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 4, 1974

South Santiam Highway
Linn County

Willamette Valley Title Company
P. O. Box 981
Albany, Oregon 97321

Attention Mr. Harold Eastridge

Gentlemen:

Would you please check your records to see if there are any deeds to the City of Sweet Home covering the areas which we have shaded in red on the enclosed map. We are unable to find any deeds to the State for the property.

If you do find deeds to the City or to the abutting owners which indicate that the property is part of the South Santiam Highway right of way, we would appreciate receiving copies of the same.

You may bill us for any cost you may incur for the deeds and your research.

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 25 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Very truly yours,

A. J. VIDUCICH
Title Supervisor

AJV:bb
Enc.

cc: Mr. Lyle K. Watson
Mr. John Oakes

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

NOTED
A. J. VIDUCICH

None found

WILLAMETTE VALLEY TITLE CO.
RECEIVED
NOV 5 1974
ALBANY BRANCH

PARK

ADDITION

4

16 15 14 13 12 11 10 9 8

50' 115' 115' N.0°38' 20' 50' 69.

50'

D.L.C. Line S.89° 29'E.

115' 135' 9

50'

1505

5820

15821 15822 15823 15824

Neil Ball

145-567

P. Schmitz

1

166-46

Access Not Controlled

Access Not Con 3

Dor

1

JOHN T. AMES D.L.C.

Block 5

Lot 3

Wm C. Knapp

C.J. Bradley

2

NO. 10TH AVE.

N. 16° 01' W 329.05'

21.30'

ADDITION

MINNEOLA

8 7 6 5

115' N.0°38'

122.8'

128.7'

116.6'

122.9'

131.11' N.0°10'W.

69.6'

55'

20'

62.0'

74.25'

S.89°40'W.

N.76° 53'W. 168.5'

9 10

126'

119.1'

S.0°10'E. 121.8'

1508+60.4 P.C.

1510

240.35

47.92'

47.77'

269.0'

70.0'

18'

39.3'

95'

5824

15825

15826

216/623

Schmitz

1

2

C.E. Thorp

A.V. Gilbert

Joe Fallon et al

A.V. Gilbert

A.L. Weddle

Vivian W.

A.L. Wed

Access Not Controlled

3

46

Dona

VA

11 F/1 16

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 15, 1974

FILE: 22-1302

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: Hal Versteeg
ROAD DESIGN ENGINEER

SUBJECT: Waste Area
9th-18th Street Unit
Sweet Home Section
South Santiam Highway

Attached is a November 13, 1974, letter and sketch map from Resident Engineer, Keats Oliver describing a waste area on Tomco Forest Industries Inc. property that he recommends for use on the subject project.

By a copy of this letter Region Right-of-way Supervisor, Rod Henry is instructed to have his staff negotiate the necessary agreement. He is already in the preliminary stages of doing so.

Although, all of the items mentioned in Mr. Oliver's letter are appropriate for the agreement, some of them should be slightly modified in the Special Provisions of our proposed contract. These modifications would be:

1. The waste area be mandatory. This would not preclude a contractor from negotiating otherwise with a site that he might have made the appropriate environmental arrangements.

2. The stockpiled material be left in a sightly pile with reasonably uniform lines.

REFERRED TO

Beard — Reed
Cole — Semple
Eriksen — (Watson) W
Heger — Wolfe
(Return) Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER
Keeps Data

1 Versteeg J
2 T
3 Coll.
4 MT

GWW/elk
Attach.
cc: Victor Wolfe
Rod Henry
Keats Oliver
Jim Chaney

FORM E-30X

OREGON STATE HIGHWAY DIVISION

22-1302

INTER-DEPARTMENT CORRESPONDENCE

3400 Spicer Road, Albany

DATE Nov. 13, 1974

TO G W Wimer
Region 2 Const. Engr.

FROM Keats Oliver
Resident Engineer

SUBJECT Waste Area
9th St.-18th St.(Sweet Home) section
Santiam Highway

Tomco Forest Industries Inc., has a suitable site for waste material from subject section. Amos Horner, Corporate President, is willing to sign an agreement making the site available to our use. Perry Crosley, Right of Way Agent, has discussed this with Mr. Horner. The site is ½ mile south of the east end of subject section ontax lot 100, 13 1E 32CC.

Mr. Horner will make this site available, but would actually prefer that the material be sorted and the better material be hauled to Tomco's main office site off Clark Mill Road. This would be a longer haul. It would also mean a higher bid price for us if the material had to be sorted. In lieu of sorting, Mr. Horner would have us stockpile the material on the tax lot 100 site and he will have part of it later hauled to his other site.

I would recommend that we draft an agreement with Tomco that the tax lot 100 site is available for use in wasting not over 12,000 cu yds of material for a period of 2 years, or the completion of the project, which ever comes first. That the material be stockpiled in a single pile not to exceed 10 feet in height and that no leveling or compaction be required. That Tomco will, at a later date, either level the pile, remove the material, or a combination of both and that this be done within 3 years after the pile is completed. That the agreement is permissive and not mandatory on our part.

The site should be made available to our contractor but not mandatory. This will keave the contractor open to deal directly with Tomco to haul to their office site if they so desire.

If you agree with the above recommendations, please pass this information on to Perry Crosley.

8271

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: 9th Street-18th Street (Sweet Home)
Highway: Santiam (FAR 37)
County: Linn
Prefix: 22-1302

Res. Engr. Keats Oliver
Approx. Length 0.55± mile
Sta. 1501+50± to Sta. 1530+50±
Date May 29, 1974

Mean Truck A.D.T. 1203
Traffic Coefficient 10.5
18 kip s. a. per day 462.1

Annual Precipitation 45"± (Waterloo)
Frost Penetration - - - -
CBE Total Requirement 33.5"

(1)

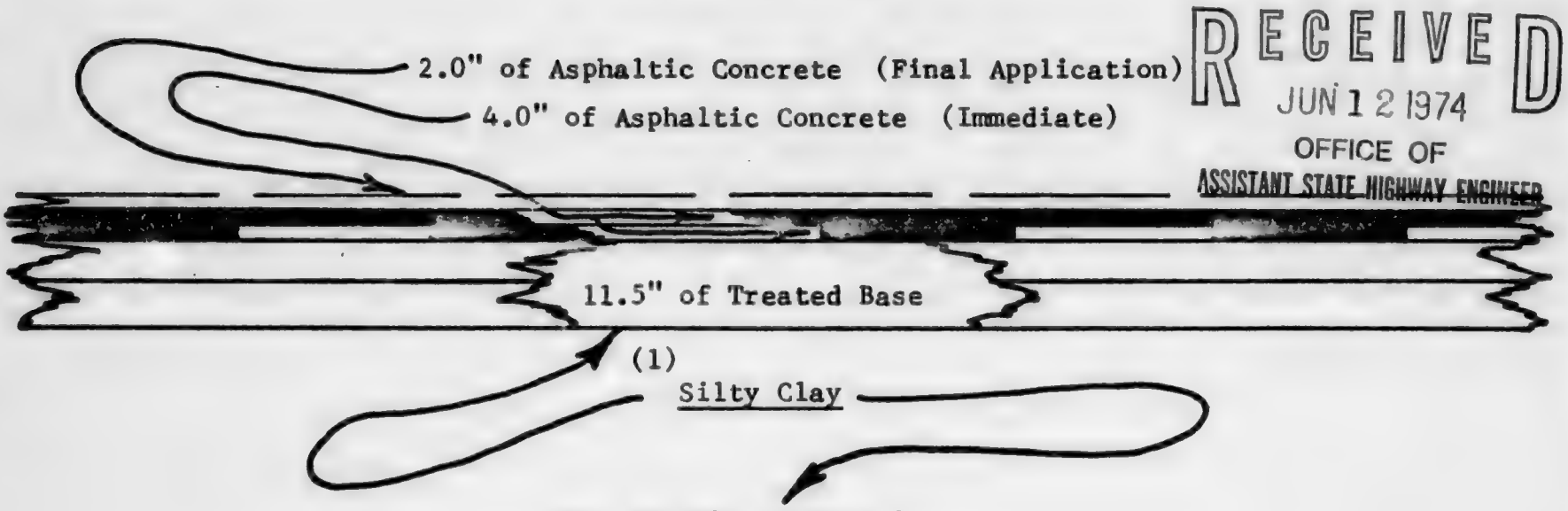
Typical Soil	
49	LL
16	PI
98	%P 10
86	%P 200
2	% Gravel
2	% C Sand
10	% F Sand
38	% Silt
48	% Clay
10	R Value
A-7-5	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
20.5	11.5	T.B.
32.5	17.5	NOTED E. S. HUNTER

STRUCTURAL SECTION



RECEIVED
JUN 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

See Remarks on Page 2.

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ for Location Engineer

Approved by _____ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: 9th St.-18th St. (Sweet Home)

HIGHWAY: Santiam (FAR 37)

COUNTY: Linn

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	Treated *Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
9.0 - 10.0	4.0"	12.5"	---	30.5"	16.5"
8.0 - 9.0	3.5"	11.0"	---	27.0"	14.5"
7.0 - 8.0	3.5"	9.5"	---	24.0"	13.0"
6.0 - 7.0	3.0"	8.0"	---	21.0"	11.0"
4.8 - 6.0	2.0"	---	13.5"	17.5"	15.5"
Cars Only	2.0"	---	9.0"	13.0"	11.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 9.1 and a C.B.E. Requirement of 29.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: 9th St.-18th St. (Sweet Home)

HIGHWAY: Santiam (FAR 37)

COUNTY: Linn

11,000 Present ADT (1974)

8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	270	1.7	459	365	450	164,250
3	250	1.7	425	338	1000	338,000
4	8	1.7	14	11	1250	13,750
5	360	1.7	612	486	3180	1,545,480
6	2	1.7	3	3	2570	7,710
				1203	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,069,190

TWENTY YEAR EWL 41,383,800

TRAFFIC COEFFICIENT 10.5

SECTION: 9th St.-18th St. (Sweet Home)

HIGHWAY: Santiam (FAR 37)

COUNTY: Linn

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made. See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This structural section is similar to that used on the adjacent Vail Cr.-Sweet Home section, providing pavement type continuity. Stage construction is part of the design, also, and A.C. is better for this type of construction.

.8272 SW 4th Ave at Verde Dr (On- 1975
tario) Sec of Olds Ferry-Ont. Hwy
(Traffic signal installation)

C/A 5246 2-28-75

8272

45

May 26, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On May 25, 1976, we wrote to you concerning release of final payment on Contract No. 8272 awarded to Hansen Electric Company for traffic signal installation on the S.W. 4th Avenue at Verde Drive (Ontario) Section of the Olds Ferry-Ontario Highway in Malheur County.

Final payment on this contract is $1,645.16 and the total contract amount is $27,864.50. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hansen Electric Co.
1127 South Broadway
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8272

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W. 4th Ave. at Verde Drive (Ontario)		WEEK ENDING: 4-24-76
HIGHWAY: Olds Ferry - Ontario		SECTION PREFIX: 123-1605
NAME OF JOB: S. W. 4th Ave. at Verde Drive (Ontario)	KIND OF WORK: Traffic Signal Installation	COUNTY: Malheur
CONTRACTOR: Hansen Electric Co.	CONTRACT NUMBER: 8272	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 18, 1975	DATE WORK STARTED: March 2, 1976	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 220	CALENDAR DAYS USED: 212
PROJECT AUTHORIZATION: $ 32,814.56	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 96
EXCLUSIVE OF ENGINEERING: $ 29,948.66	ENGINEERING AUTHORIZATION: $ 2,865.90	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 28,618	ENGINEERING COST TO DATE: $ 2,222	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 4 %	PERCENT OF AUTHORIZATION: 78 %	DATE PROJECT WAS COMPLETED: April 15, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
APR 26 1976
CONSTRUCTION SECTION

Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No activity.
MONDAY 19	No activity.
TUESDAY 20	No activity.
WEDNESDAY 21	No activity.
THURSDAY 22	No activity.
FRIDAY 23	No activity.
SATURDAY 24	No activity.

REMARKS

Contractor completed installation on April 15, 1976.

Semi-final Estimate will be submitted to Regional office on April 26, 1976.

SIGNED K. C. Allmer, Jr. Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8212

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

August 15, 1975

FILE:

FROM: Roger D. Trygstad
Traffic Control Engineer

SUBJECT: Traffic Signal Installation
4th and Verde
City of Ontario

TO: Memo to File

On this date I delivered to Mr. Chuck Barrett in Finance a check in the amount of $4,030 from Mr. J. A. Albertson for his portion of the traffic signal installation at the subject location.

Inasmuch as we have already received a check from the city of Ontario for their portion of this project the contract can be awarded.

RDT:rj
cc: Carl Nelson
V. E. Skoog
W. E. Schwartz

8272

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 1, 1975

Mr. John B. Collins
City Manager
City Hall
Ontario, OR 97914

Noted
E. S. Hunter

Dear Mr. Collins:

On July 31, 1975, bids were opened for the proposed traffic signal installation for SW 4th Avenue at Verde Drive (Ontario) section of the City of Ontario. The pertinent facts concerning the bid are as follows:

Low Bid	$ 28,159
Engineering & Cont. (14.5%)	4,083
Total Cost	$ 32,242
City's Share (37.5%)	$ 12,090
Mr. J. A. Albertson's Share (12.5%)	$ 4,030

If you will submit the City's check for $12,090, we will award the contract. It is necessary that the contract be awarded within the 30 days of the bid opening.

Very truly yours,

L. E. George
Traffic Engineer

VLT:pb
bc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder

RECEIVED
STATE HWY ENGR
AUG 4 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8272

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 1, 1975

Mr. J. A. Albertson
P. O. Box 20
Boise, ID 33725

Dear Mr. Albertson:

On July 31, 1975, bids were opened for the proposed traffic signal installation for SW 4th Avenue at Verde Drive (Ontario) section in the City of Ontario. The pertinent facts concerning the bid are as follows:

Low Bid	$ 28,159
Engineering & Cont. (14.5%)	4,083
Total cost	$ 32,242
City's Share (37.5%)	$ 12,090
Mr. J. A. Albertson's Share (12.5%)	$ 4,030

If you will submit your check for $4,030, we will award the contract. It is necessary that the contract be awarded within 30 days of the bid opening.

Very truly yours,

L. E. George
Traffic Engineer

VLT:pb

bc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder

RECEIVED
STATE HWY ENG
AUG 4 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
MARIE STEPHENS

-8272-

13

5 c

February 28, 1975

City of Ontario
City Hall
Ontario, OR 97914

Attention: Ron R. Blankinship
City Recorder

2/26/75

MISC. CONTRACTS and
AGREEMENTS No. 5246

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Ontario, J. A. Albertson, and the Highway Division covering installation of a traffic signal at the intersection of S.W. 4th Avenue and Yarde Drive in Ontario.

A fully executed copy of this agreement is being sent to Mr. Albertson and we are retaining the same for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn
Att.

cc Mr. J. A. Albertson
P. O. Box 20
Boise, Idaho 33725

bc L. E. George (agree. att.)

8272

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 7, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Agreement**
S. W. 4th Avenue @ Verde Drive
City of Ontario

The City of Ontario and J. A. Albertson, an individual, have signed an agreement with the State covering installation of a traffic signal at the intersection of SW 4th Avenue and Verde Drive in Ontario.

The agreement provides that the State shall prepare all plans and specifications and perform the work on the project. The State will pay 50 percent of the estimated $40,000 total cost of the project, with Minor Betterment Funds (traffic signal projects to be selected). The City of Ontario will pay for 37.5 percent of the project cost and Mr. Albertson will pay for 12.5 percent of the cost, except that his commitment is limited to $5,000. Any difference will be picked up by the City of Ontario. After completion of the project, the State shall maintain the traffic signal and the City will pay for all power consumed.

Your approval of the agreement and authorization for me to sign it is recommended. This item will be on the agenda for the February 26 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
W. E. Schwartz
Jack Graham
Gary Sund

RDT:rj dpy

8272

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~TRA 16-6~~

La Grande, Oregon
December 12, 1974

FROM: W. E. Schwartz
Regional Engineer

SUBJECT: Verde Drive Signal
at 4th Street
City of Ontario

TO: A. E. Johnson
Deputy State Highway Engineer

The Highway Division submitted to the City of Ontario their standard construction-finance agreement which called for 50-50 sharing of the cost of this $40,000 traffic signal.

Since half of the City's share was to be paid by Albertson's, they wanted the agreement to be a 3-party agreement and returned the original agreement to Salem. A new 3-party agreement was prepared and submitted to the City on June 25, 1974. The City transmitted this agreement to Everett Doty, Albertson's property manager, by letter dated July 5, 1974. This is the end of the trail.

The current status of the project is that the City has budgeted $10,000 as their share in this year's (1974-75) budget. Albertson's has reneged on their previous commitment and will only put up $5,000. The City is now willing to pick up the additional $5,000 and has included this amount in their budget for next year (1975-76).

The City will try to run down the agreement document and will correct the figures to show the current participation arrangement. They will try to get Albertson's signed up and will have the document signed by the proper City officials. The City is desirous of getting this project under way as soon as possible.

This office will "bird dog" this agreement to see that it does not get bogged down again.

WES:sh

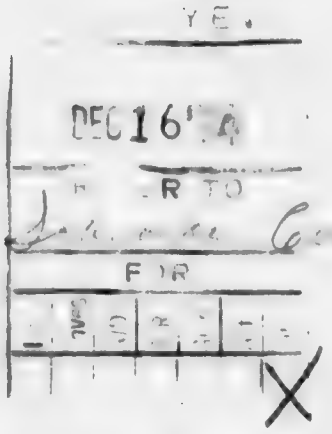
cc Jack Collins, City Manager, Ontario
L. E. George
C. K. Ansell

NOTED
A. E. JOHNSON

NOTED
R. L. SCHROEDER

RECEIVED
JAN 2 1975
Office of
Assistant State Highway Engineer

NOTED
H. G. COULTER



8272

December 4, 1974

Mr. Anthony Yturri, Member
Oregon Transportation Commission
39 S. W. Third
Ontario, OR 97914

Dear Mr. Yturri:

This letter is to serve as a status report to you concerning the proposed traffic signal at the intersection of Verda Drive and ORE201 in Ontario.

As you know, the matter of financing the installation has caused considerable delay. However, via a budget election last summer, the City did obtain necessary authority for expenditure of funds for the City's share of the costs. The City was also negotiating with Albertson's, Inc. to pay a portion of the installation cost. This latter item has further delayed any action on the signal.

Our Regional Engineer from LaGrande is contacting the City in the very near future to see if a final determination can be made in order to permit the installation of the signal.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

cc Glenn L. Jackson
Carl O. Fisher
Robert L. Mitchell
Robert E. Veatch

bc F. B. Klaboe
R. L. Schroeder
L. E. George
W. E. Schwartz - Please report.

LEG:pb ja

RECEIVED

NOV 15 1974

TRAFFIC ENGINEERING

.LGT

LAG PE 7 11-15-74 215PM

W. E. SCHWARTZ

I UNDERSTAND THAT ALBERTSON,S AND THE CITY OF ONTARIO ARE EACH PLANNING ON HAVING $5,000 AVAILABLE TOWARD A SIGNAL AT VERDE DRIVE. THE ESTIMATE IS $40,000. THE STATE WILL ONLY PAY $20,000, THEREFORE, THE CITY AND/OR ALBERTSONS WILL HAVE TO COME UP WITH ANOTHER $10,000.

L. E. GEORGE
TRAFFIC ENGINERXXX
TRAFFIC ENGINEER

WC

NOTED
L.E. GEORGE

NOTED
R.D. TRYGSTAD

H455

RECEIVED
OCT 9 - 1974
TRAFFIC ENGINEERING

PER LAG 42 10-9-74 8.02 AM

L E GEORGE

RE VERDE DRIVE SIGNAL PROPOSAL IN ONTARIO.

CALLED JACK COLLINS AND ASKED HIM STATUS OF AGREEMENT APPROVAL. HE ADVISED IT IS IN HANDS OF ALBERTSON PROPERTY MANAGER WHO SAYS THAT MERCHANTS HAVE REFUSED TO AGREE TO PAY ALBERTSON SHARE. I ASKED COLLINS TO EITHER GET THIS REFUSAL IN WRITING OR GET APPROVAL SO THAT WE CAN MOVE OFF DEAD CENTER. HE ADVISED THAT HE WOULD GO TO YTURRI IN HOPES THAT YTURRI WOULD GO DIRECTLY TO ALBERTSON FOR APPROVAL. COLLINS PROMISED TO KEEP ME POSTED ON ANY DEVELOPMENTS.

ALSO, REPORTS ON C D CANNON WERE INCMRRECT. SEVERAL PEOPLE HERE AT THE OFFICE HAVE SEEN HIM WITHIN THE LAST FEW DAYS. HE APPARENTLY IS OK AND AS ORNERY AS EVER.

NOTED
R.D. TRYGSTAD

W E SCHWARTZ
SH04.

NOTED
W.R. ZIRBES

NOTED
L.E. GEORGE

NOTED
BRUCE TAYLOR

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 10, 1974

TO A. E. Johnson
Deputy State Highway Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Traffic Signal Installation
Intersection of 4th Avenue &
Highway 201
City of Ontario

Some time ago you requested that we contact the City of Ontario and have them determine if Albertson's Shopping Center at SW. 4th Avenue and Verde Drive would be willing to contribute a portion of the total estimated cost of $40,000 for a traffic signal installation at the intersection.

As seen in the attached letter, Albertson's and the City of Ontario are willing to pay $10,000 each with the Highway Division paying the remaining $20,000. This arrangement conforms to signal projects installed in the past, such as those installed in cooperation with the Fred Meyer Stores.

The City's share is contingent upon voter approval on May 21.

LEG:kw
Attachment

RECEIVED
STATE HWY ENGR
MAY 10 '74
REFER TO
FOR

CITY OF Ontario THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER

ONTARIO, OREGON
97914
April 29, 1974

RE ☐ RCE ☐ RDE ☐ RME ☐

RCE MAY 3 1974

RDE RECEIVED REGIONAL OFFICE

W. E. Schwartz
Regional Engineer
Oregon State Highway Division
P.O. Box 850
LaGrande, Oregon 97350

Dear Pat:

The Budget Committee has approved $10,000.00 as the city's contribution toward a traffic signal at S. W. 4th Avenue and Verde Drive. Joe Albertson's attorney has indicated that Mr. Albertson is willing to put up an equal amount. The city's contribution awaits approval at an election on May 21st to exceed the 6% limitation.

If the voters approve, we expect to see the signal installed by July 5.....

Very truly yours,

John B. Collins
City Manager

JBC:rmg

cc Bud George.

RECEIVED
MAY - 6 1974
TRAFFIC ENGINEERING

8272

CITY OF

RE ☐ RCE ☐ RWE ☐ RME ☐ RCE MAY 23 1974 RECEIVED

Ontario ... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER

ONTARIO, OREGON
97914

May 22, 1974

W. E. Schwartz
Regional Engineer
Oregon State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Dear Pat:

Our election yesterday on the City budget passed with a 79% "YES" vote. Therefore, you are hereby advised that the City will contribute up to $10,000.00 as its share of the proposed traffic signal installation at S. W. 4th Avenue and Verde Drive.

Very truly yours,

John B. Collins
City Manager

JBC:rmg

cy A E Johnson
L E Berger

RECEIVED
CITY ENGR
MAY 28 74
REFER TO
FOR
Sign Act File

cy

8272

43

December 19, 1973

Mr. John B. Collins, City Manager
City of Ontario
City Hall
Ontario, Oregon 97914

Dear Mr. Collins:

In accordance with your verbal request to our Traffic Engineer Mr. L. E. George, we have reinvestigated the intersection of the Olds Ferry-Ontario Highway (4th Avenue) at Verde Lane, to determine if traffic signals should be installed.

There is a marginal warrant for the signalization of this intersection, but it rates relatively low on our priority list of statewide traffic signal needs. We will enter this location on our priority listing in its appropriate spot, and when funds become available we will contact you regarding a cooperative project. At that time, we would expect the City to pay for 25 percent of the total cost of the installation and to care for all power consumption. We would also expect the shopping center to pay for all equipment necessary to serve their driveway such as signal heads and detectors. We estimate the total cost of the installation of a five-phase fully-actuated signal at this location to cost $40,000.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RDT:pb jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
W. E. Schwartz

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
December 1973

REPORT OF SIGNAL WARRANT INVESTIGATION
Olds Ferry-Ontario Highway - Ontario
ORE201-Highway No. 455 - M.P. 28.35

Recommendation:

As a result of this investigation, it is recommended that this intersection be placed on the list of proposed signal locations in accordance with its priority. The estimated cost for a five-phase fully-actuated signal at the subject location is $40,000.

Historical Background:

This investigation is in response to a request from the City of Ontario.

Ontario has a population of 7,140 and qualifies for the 70 percent Standard Warrants for cities under 10,000 population.

Investigation:

The investigated section is the intersection of the Olds Ferry-Ontario Highway No. 455 (S.W. 4th Street) with Verde Lane on the north and a private driveway on the south.

The Olds Ferry-Ontario Highway at this location is 44 feet wide with travel lanes and a center left-turn lane. The average daily traffic (ADT) is about 10,000. Parking is prohibited on both sides of the street.

Verde Drive is 48 feet wide at this intersection and is curbed but not striped. The ADT is 2,000.

A traffic count was taken at the intersection during the month of May 1972. The count revealed that the interruption of continuous traffic warrant for the installation of traffic signals was met.

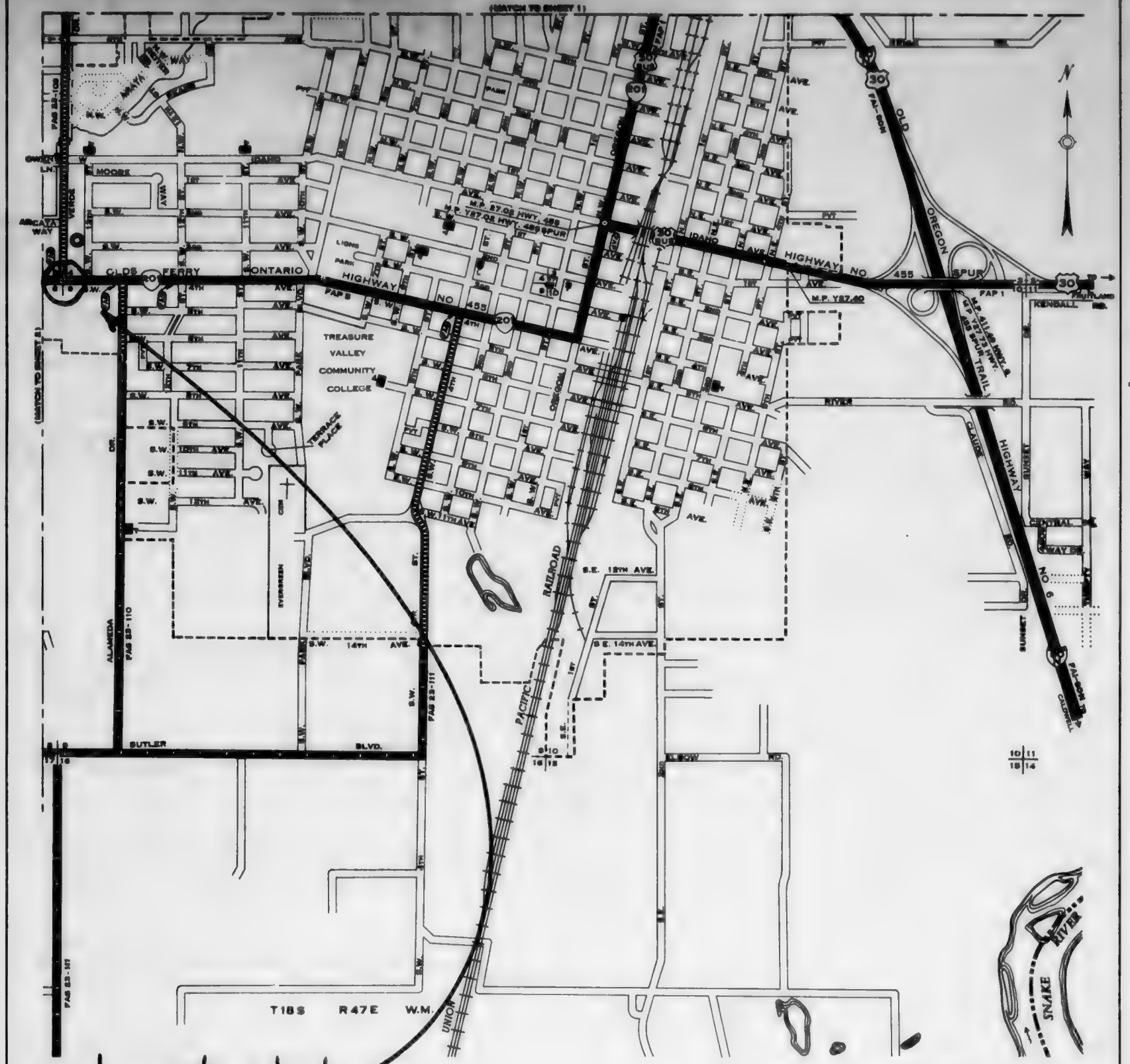
A collision diagram was prepared and for the period 1-1-67 to 6-30-73 there were two angle, six rear end, and seven turning accidents. There were no fatalities but eight persons were injured. For the last twelve months, there were three accidents of the type preventable by a traffic signal.

The investigation of this intersection revealed that the south approach is to a private shopping center, West Park Plaza. In addition only 150 cars per day proceed north across through traffic, and only 240 turn left from West Park Plaza. The channelized right turn movement from the West Park Plaza approach to the east is 825 vehicles per day. Historical traffic volumes indicate that the 16-hour manual count may be above the yearly average.

1968 ADT	7,300
1969 ADT	9,000
1970 ADT	9,000
1971 ADT	9,100
1972 ADT	10,600
1973 ADT (estimated)	9,860
May 3 and 4, 1972, manual count	11,250

Based upon the predominant right turn movement, marginal warrant, and the fact that it is a private approach, it is recommended that this location be placed on the priority list for signalization of intersections in an appropriate position.

DKH/SW:ds
12-13-73



Investigated Intersection

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

ONTARIO

MALHEUR COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,400

Scale in Feet

Revised September 1966

SHEET ARRANGEMENT

SHEET 3 OF 3 SHEETS

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Olds Ferry-Ontario Highway No. 455
M.P. 28.35 (Verde Drive)

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	819	869	882	773	927	1035	985	785
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	79	93	88	82	125	92	114	89
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	2	3	1	6	6	3	0	4

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	420	2
Minor Street	105	
2. Interruption of Continuous Traffic:		
Major Street	630	8
Minor Street	53	
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	420	0
Pedestrian Volume	105	
4. Accident Experience:		
Preventable Accidents (last 12 months)	3	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)	N/A	
Minimum Warrant	800	

Date of Traffic Count _____

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ___ standard warrants used.
X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

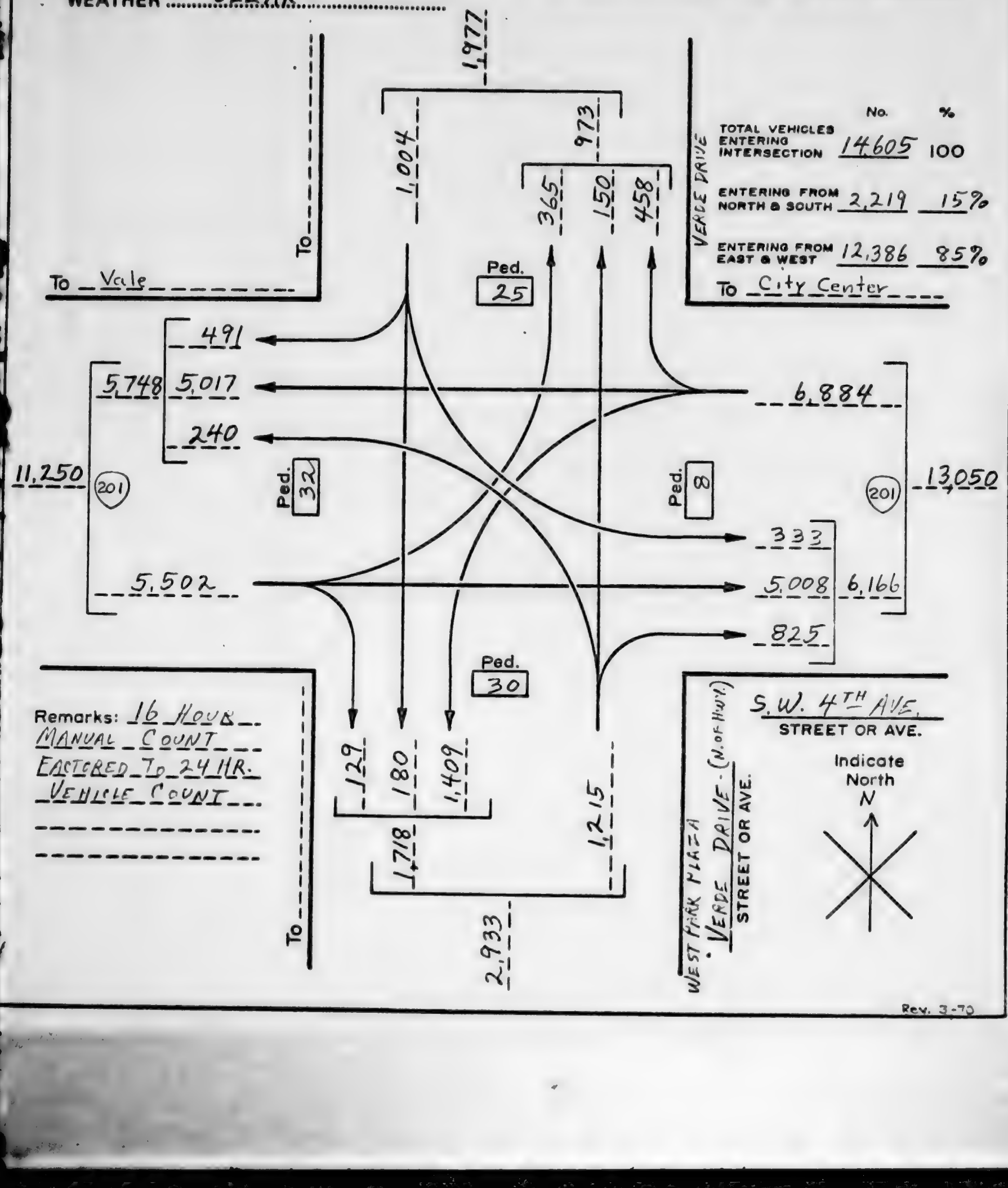
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE MAY 3 & 4, 1972
DAY OF WEEK WED. & THUR.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00 AM To 10:00 P.M.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 A. To 10:00 P.
WEATHER CLEAR

CITY OR COUNTY ONTARIO
INTERSECTION OF S.W. 4TH AVE. & VERDE DR.
HWY. No. 455 & FAS 23-103

MILE POST HWY. 455 - 28.35
CLASSIFICATION ALL VEHICLES



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	14,605	100
ENTERING FROM NORTH & SOUTH	2,219	15%
ENTERING FROM EAST & WEST	12,386	85%

Remarks: 16 HOUR MANUAL COUNT FACTORED TO 24 HR. VEHICLE COUNT

Rev. 3-70

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC CO

Date OCT 3 & 4 1972

Day of week WEDNESDAY & THURSDAY

Hours counted 6:00 A.M. TO 10:00 P.M.

Weather CLEAR

Classification

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West			
A.M.	6:00- 7:00	5	2	7	4	4	-	40	65	-	-	-	-	127	16	13
	7:00- 8:00	36	9	10	9	3	1	171	197	9	2	2	2	451	54	12
	8:00- 9:00	28	13	19	23	7	3	172	229	19	13	3	8	537	78	15
	9:00-10:00	22	14	27	16	13	2	239	257	39	21	7	6	663	91	14
	10:00-11:00	26	19	33	15	12	7	288	317	55	41	8	6	827	125	15
	11:00-12:00	12	26	25	21	10	8	343	343	72	50	14	21	945	126	13
	12:00- 1:00	18	24	32	19	11	2	352	330	137	71	5	20	1,023	154	15
	1:00- 2:00	22	29	25	18	8	8	376	360	89	58	10	22	1,025	143	14
	2:00- 3:00	4	15	49	27	10	11	322	310	92	50	7	21	909	136	15
	3:00- 4:00	8	26	47	37	14	16	394	361	96	82	13	27	1121	194	17
P.M.	4:00- 5:00	27	49	37	24	14	15	430	423	99	51	10	26	1,205	170	14
	5:00- 6:00	14	52	57	32	10	13	419	356	109	80	17	21	1,182	197	17
	6:00- 7:00	22	60	19	34	11	18	287	296	103	63	5	8	924	139	15
	7:00- 8:00	21	24	22	16	14	15	207	257	104	60	6	9	755	141	19
	8:00- 9:00	19	25	21	17	17	6	257	247	121	62	9	12	813	137	17
	9:00-10:00	19	27	25	20	6	11	264	205	137	46	1	9	770	116	15
	10:00-11:00															
	11:00-12:00															
	12:00- 1:00															
	1:00- 2:00															
	2:00- 3:00															
	3:00- 4:00															
	4:00- 5:00															
	5:00- 6:00															
24-Hour total .		333	458	491	365	180	150	5,017	5,008	1,409	825	129	240	14,605	2,219	15
16-Hour total .		323	416	446	332	164	136	4561	4553	1,281	750	117	218	13277	2017	15
__-Hour total .																
Control . . .																
Factor . . .																

(WEST PARK PLACE & VERLE DRIVE St. is North and South

S.W. 4TH AVE. St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

3 & 4 1972
WEDNESDAY & THURSDAY
6:00 A.M. - 10:00 P.M.
YEAR

City or County ONTARIO
Intersection S.W. 4TH AVE. & VERDE DR.
(HWY. No. 455 & FAS 23-1031)
Mile Post 28.35 - HWY 455 0.00 - FAS 23-10
Classification ALL VEHICLES

Classification

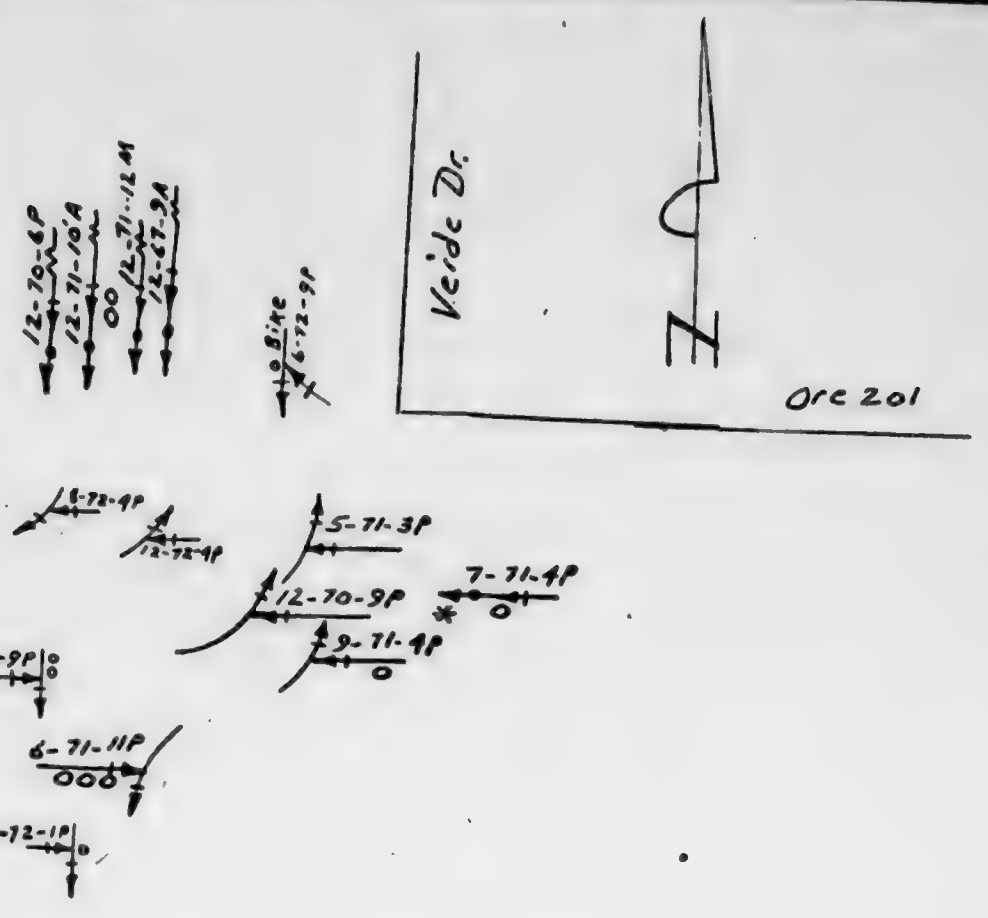
SUMMARY BY MOVEMENTS											From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North S O	East E O	West S O	South S O
7	4	4	-	40	65	-	-	-	-	127	16	13	111	87	16	42	69	-				3
10	9	3	1	171	197	9	2	2	2	451	54	12	397	88	49	189	208	5	1		1	
19	23	7	3	172	229	19	13	3	8	537	78	15	459	85	54	204	255	24	2		1	16
27	16	13	2	239	257	39	21	7	6	663	91	14	572	86	62	292	280	29			1	
33	15	12	7	288	317	55	41	8	6	827	125	15	702	85	71	362	340	54	3	1		2
25	21	10	8	343	343	72	50	14	21	945	126	13	819	87	47	441	378	79			2	1
32	19	11	2	352	330	137	71	5	20	1,023	154	15	869	85	61	515	354	93			3	3
25	18	8	8	376	360	89	58	10	22	1,225	143	14	882	86	55	494	388	88			1	2
42	27	12	11	322	310	92	50	7	21	909	136	15	773	85	54	429	344	82			3	3
47	37	14	16	394	361	96	82	13	27	1121	194	17	927	83	69	516	411	125	1		4	
37	24	14	15	430	423	99	51	10	26	1,205	170	14	1035	86	78	578	457	92			1-2	
57	32	10	13	419	356	109	80	17	21	1,182	197	17	985	83	83	580	405	114	2-2			2
19	34	11	18	287	296	103	63	5	8	924	139	15	785	85	50	450	335	89	2-3		4	
22	16	14	15	207	257	104	60	6	9	755	141	19	614	81	57	335	279	84	- 4	2		1
21	17	17	6	257	247	121	62	9	12	813	137	17	676	83	57	403	273	80	2	= 2	3 1	4
25	20	6	11	264	205	137	46	1	9	770	116	15	654	85	50	428	226	66	3			1
																						2

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Ontario – County Malheur
Intersection of S.W. 4th Ave. and Verde Dr.
Highway Number 455 (Orc 201) M.P. 28.35
Period Covered 1-1-67 to 6-30-73
Compiled by BL, JA Drawn by _____ Date 8-30-73

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

* - Stopped prior to L/T

Park Plaza

Collision Type	1967-1968				8 Mos. 1969-1970				1971-1972				6 Mos. 1973				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on										1		1		1		1		2		2
Rear-end			1	1		1	1	2		2	1	3						3	3	6
Sideswipe							1	1		3	3	6						3	4	7
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL			1	1		1	2	3		6	4	10		1		1		8	7	15

Form E-261-6-70

8273 Chemawa Rd-Hayesville Intchge 1975
Sec on Pac Hwy E, N edge of Salem
(Grading, paving, signing, & ill.)

CLA 5259 4-9-75
CLA 4076 9-30-70
CLA 6025 2-4-77

8273

file copy

CON 5
CON 8273

April 8, 1983

Mr. Roger Hogfoss
Wausau Insurance Companies
895 Country Club Road, Suite A250
Eugene, OR 97401

Dear Mr. Hogfoss:

Per your telephone conversation with this office, attached is a copy of Section 107.21 covering damage claims taken from the 1974 Standard Specifications for Highway Construction.

This specification was applicable to work on the Chemawa Road-Hayesville Interchange Section of the Pacific Highway East in Marion County, Contract No. 8273.

If you have any further questions, please contact our Chief Counsel at 378-4259.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Jack Sollis

or otherwise restoring as may be directed, or he shall make good such damage or injury in an acceptable manner.

Land irrigation and drainage facilities and growing crops shall be protected from damage. The contractor shall perform his operations at such times and in such manner as not to interfere with the owner's use thereof and rights thereto. The contractor shall anticipate the conditions which may arise or obtain due to such facilities and crops as they may affect the performance of his work and shall have taken into consideration, in his bid, any delays, inconveniences and damages which may occur.

In applying the provisions above stated, the repairing, rebuilding or replacing of damaged property shall be understood to include the providing of any temporary facilities that may be needed to maintain normal service until the required repairing, rebuilding or replacing is accomplished.

These provisions shall apply to the repairing, rebuilding or replacing of pipes, conduits, sewers, water and gas lines, and to other underground structures, to overhead structures, to land monuments and property marks, to mail and newspaper boxes, to irrigation facilities, to crops and to all other real or personal, private and public property whether shown on the plans or not. It shall be the contractor's responsibility to ascertain the existence and location of all properties and facilities which may be subject to damage by reason of his operations.

107.20 Forest Protection - In carrying out work within or adjacent to State or National Forests, the contractor shall comply with all regulations of the State Fire Marshal, Conservation Commission, Forestry Department, or other authority having jurisdiction, governing the protection of forests and the carrying out of work within forests, and shall observe all sanitary laws and regulations with respect to the performance of work in forest areas. He shall keep the areas in an orderly condition, dispose of all refuse, obtain permits for the construction and maintenance of all construction camps, stores, warehouses, residences, latrines, cesspools, septic tanks and other structures in accordance with the requirements of the Forest Supervisor.

The contractor shall take all reasonable precaution to prevent and suppress forest fires and shall require his employees and subcontractors, both independently and at the request of Forest officials, to do all reasonably within their power to prevent and suppress and to assist in preventing and suppressing forest fires and to make every possible effort to notify a Forest official at the earliest possible moment of the location and extent of any fire seen by them.

107.21 Responsibility for Damage Claims - The contractor shall indemnify and save harmless the Division, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damage received or sustained by any person, persons or

property on account of the operations of the said contractor, his subcontractors or the employees of either; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of said contractor; or because of any claims or amounts recovered from any infringements of patent, trademark or copyright; or from any claims or amounts arising or recovered under any workman's compensation law or any other law, ordinance, order or decree; and so much of the money due the said contractor under and by virtue of his contract as may be considered necessary by the Division for such purpose may be retained for the use of the State; or, in case no money is due, his surety may be held until such suit or suits, action or actions, claim or claims for injuries or damages as aforesaid shall have been settled and suitable evidence to that effect furnished to the Division; except that money due the contractor will not be withheld when the contractor produces satisfactory evidence that he is adequately protected by public liability and property damage insurance.

The State, the Transportation Commission, the members thereof and its officers, employees and agents will not in any manner be answerable or accountable for any loss or damage from any cause whatsoever resulting to the work, or any part thereof, or to any of the equipment, materials or other things used or employed in prosecuting or completing the work.

Except as provided in subsections 105.06, 105.07, 107.22 and 107.24, or as provided in the special provisions, it is specifically agreed between the parties executing the contract that it is not intended by any of the provisions of the contract to designate the public or any member thereof a third party beneficiary hereunder, or to authorize the public or any member thereof to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of the contract.

107.22 Contractor's Responsibility for Utility Property and Services - At points where the contractor's operations are adjacent to properties of railway, telegraph, telephone and power companies, or are adjacent to other property, damage to which might result in considerable expense, loss or inconvenience, work shall not be commenced until all arrangements necessary for the protection thereof have been made.

The contractor shall cooperate with the owners of any utility lines or facilities in their removal and rearrangement operations in order that these operations may progress in a reasonable manner, that duplication of rearrangement work may be reduced to a minimum, and that services rendered by those parties will not be unnecessarily interrupted.

In the event of interruption to water or utility services as a result of accidental breakage or as a result of being exposed or unsupported, the contractor shall promptly notify the proper authority and shall cooperate with the said authority in the restoration of service. If water or sewage service is interrupted, repair work shall be continuous until the service is restored. No work shall be undertaken around fire

8273 3-13-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	F-19(6)
STATE PROJECT NO.	See Below
COUNTY NAME	Marion
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. FF-1

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
6-30-75	12-23-77	Primary 3 / Primary 1E

GENERAL LOCATION:

"Chemawa Road-Hayesville Interchange"

GENERAL DESCRIPTION OF WORK:

Connect existing storm drain from adjacent land into storm drain system.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- XX CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-23-77, as requested in Mr. Keasey's letter of 3-1-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 16 is approved for TEC NTE $675, Federal funds $600.

Swan 3-14

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-13-78	E. Malach	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1E

March 8, 1978

STORM SEWER
Chemawa Road-Hayesville Interchange
Pacific Highway East
Marion County

The following data is submitted for your information:

1. Reduced set of contract plans for subject section showing the drainage as originally designed by the Final Design Unit.
2. Original sewer design sheets.
3. Federal Highway Administration Instructional Memorandum 20-1-67.
4. Report and support data for the storm sewer as constructed prepared by the Hydraulics Unit.
5. Price Agreement #4 showing deletions, substitutions and additions to the storm sewer system as constructed.

The Resident Engineer on this project questioned the impact of the outfalls of the original storm sewer to private property and the adequacy of the sewer system to handle projected run-off. He requested a study be made by the Hydraulics Unit of the storm sewer system as proposed. The Hydraulics Unit, citing the Federal Highway Administration's Instructional Memorandum 20-1-67, redesigned the entire system to convey peak run-off from the highway and fully developed adjacent land areas amounting to an additional 19.3 cfs over the original 48.2 cfs, a 40% increase. The net increase in cost resulting from the drainage revision is $236,697.96 and is shown on Price Agreement #4. It includes a lump sum item to cover extraordinary expenses to the contractor for delays, etc.

8273

9

February 9, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $3,300 will be made to Gibbons and Reed Company on Contract No. 8273 for work on the Chemawa Road-Hayesville Interchange Section of the Pacific Highway East in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,764,047.78 including the post-final payment. Of the total $30,475.19 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Gibbons and Reed Company
P. O. Box 13388
Portland, OR 97213

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

January 31, 1978

Gibbons & Reed Company
Post Office Box 13388
Portland, OR 97213

Gentlemen:

We have reviewed your request for a second request of time on Contract No. 8273 for work on Chemawa Road-Hayesville Section of Pacific Highway East in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts, a complete time extension of 16½ days is granted because of added orders, not recognized in the first extension.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Kaasey
C. O. Fredrickson
Robert Church
K. D. Wolfe
Richard Hacek

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 30, 1978

FILE: CON 5 #8273

FROM: John A. Bond
Contract Administration Engineer

SUBJECT: Chemawa Rd.-Hayesville
Contract No. 8273
2nd Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

An 88-day extension was granted in March 1977 based mostly on the large Price Agreement 4 storm drainage change. The project was 98 percent done then and we thought the extension provided enough time (12½ days) to complete the small amount of remaining work. This did not work out, as the project was completed June 21 with 16½ days liquidated damages accrued at $200 per day.

The contractor subsequently has made a second request, for a complete extension and based on other added orders. Basically this is valid, I believe. There were a total of 12 price agreements and 15 extra work orders which added work during the contract and most of these were not specifically recognized in the first extension. I note particularly that five of these amounting to over $6,000 were added after the first extension was granted. It is impossible to sort out the true time effect of each of them, but I believe collectively they justify the requested extension.

This project utilized primary federal-aid funding and the extension can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JAN 31 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM (Rev. 9-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 6, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 388 days to 430 days, within which to complete our Contract No. 8273, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to attached letter dated September 2, 1977.

RECEIVED
DEC 12 1977
RESIDENT ENGINEER

RECEIVED
DEC 1 : 1977
RESIDENT ENGINEER

Respectfully submitted,

GIBBONS & REED COMPANY
Contractor

By R. Westerman

CONSENT OF SURETY

Date December 6, 1977

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. H. Webb
M. H. Webb Attorney-in-fact

(SEAL)

CORROON & BLACK OF OREGON
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8273 Contractor GIBBONS & ROOD

Highway PACIFIC EAST

Section CHEMAWA Rd - HAYESVILLE INTERCHANGE

Kind of Work GRADE, PAVE, SIGNING & ILLUMINATION

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend a complete time extension on this second request because of added orders not recognized in the first time extension granted.

Recommended for Approval:

Robert E. Lowe
Regional Engineer

John L. Bone for
Construction Engineer or
Bridge Engineer

State Highway Engineer

Contract No.	8273
Project designation	FF-19 (6) State-Federal
Date awarded	8-7-75
Work started	8-27-75
Per cent completed	100% 12-12-77 Date
No. of Workdays Allowed	388
No. of Workdays Used	404
No. of Added Workdays Requested	16

MP 967868-734

8273

December 1, 1977

The Travelers Indemnity Company
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On November 22, 1977, we wrote to you concerning release of final payment on Contract No. 8273 awarded to Gibbons and Reed Company for work on the Chemawa Road-Hayesville Interchange Section of the Pacific Highway East in Marion County.

Final payment on this contract is $1,400.65 and the total contract amount is $1,760,747.78 including $30,475.19 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Gibbons and Reed Company
P. O. Box 13388
Portland, OR 97213

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
John W. Sheldrake

#82 13 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-18-77

FEDERAL AID PROJECT NO.: FF-19(6)

STATE PROJECT NO.: See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: FF-1

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-30-75	9-13-77	Primary 3	Primary 1 E

GENERAL LOCATION:
"Chemawa Road - Hayesville Interchange"

GENERAL DESCRIPTION OF WORK:
Raising of 6" Force Main by City Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON AN ~~AGREED~~ FORCE ACCOUNT BASIS

REMARKS

As request in Mr. Keasey's letter of 9-29-77 and based on the data submitted, you authorized to proceed with the use of City Forces as being in the public interest, as represented by State Force Order No. 15 at a total estimated cost not to exceed $469.70 Federal Funds $403.00

Sean 11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-18-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7-28-77 C 1E

STATEMENT OF OVERRUNS AND UNDERRUNS
Chemawa Rd.-Hayesville Inter.
Pacific Highway East
Marion County
Contract No. 8273

	ORIG. AUTHOR.	SEMI-FINAL AMOUNT	% + or -
Contract Bid Items	$ 1,438,873.00	$ 1,297,874.36	
Anticipated Items	21,950.00	1,500.00	
Contingencies	65,737.04	0.00	
Engineering	116,865.84	291,000.00	
Price Agreements		437,426.92	
Extra Work Orders		27,024.06	
State Force Orders		23,918.75	
Liquidated Damages		- 20,900.00	
Time Extension		17,600.00	
Incr. Project Author.	274,309.70		
Incr. " Engineering	92,884.16		
	$ 2,010,619.74	$ 2,075,444.09	+3.2%

REFERRED TO

Beard Reed
Cole Semple
Eriksen FE Watson DW
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Vorstenz

RECEIVED
JUL 28 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring up / /
Other

STATEMENT OF OVERRUNS & UNDERRUNS
Chemawa Rd.-Hayesville
Contract No. 8273

Furnish Field Laboratory	Only	1	1	0.0%
Mobilization	Lump Sum	100%	100%	0.0%
Temp. Prot. & Dir. of Traffic	" "	"	"	0.0%
Temporary Signs	Sq. Ft.	650	914.25	+40.7%
Added detour signs for drainage system and for construction of the detour at Hazel Green & Chemawa Rd. added to the original quantity.				
Temporary Barricades	Each	15	10	-33.3%
Overestimated, only required 10 for safe handling of traffic.				
Flagmen	Hour	750	2199	+193.2%
P.A.#4 documented an additional 900 hours. It also contributed to the overrun of contract time by 88 days. More flagmen hours were needed than originally estimated to handle traffic. The additional 900 hours documented in P.A.#4 proved to be insufficient because of increased time to complete contract and many added P.A.'s & E.W.O.'s that required additonal flagging.				
Clearing & Grubbing	Lump Sum	100%	100%	0.0%
Removal of Struct. & Obstr.	" "	"	"	"
Ditch Excavation	Cu. Yd.	390	0	-100.0%
Bid Item deleted, see P.A.#4-1;				
General Excavation	Cu. Yd.	30,800	38,799.35	+26.0%
P.A.'s No. 7,9 & 10 documented 1,700 cu. yds., rerainder is excavation in sub-excavation in soft areas, in intersections and approaches, and approximately 4,900 yards above original estimate scattered throughout project on main line.				
Overhaul	C-Yd. Sta.	1,950	0	-100%
Bid Item deleted, see P.A.#2.				
Trench Excavation	Cu. Yd.	7,470	0	-100%
Bid Item deleted, see P.A.#4-2,3,4.				
Finishing Roadbed & Slopes	Lump Sum	100%	100%	0.0%
Obliteration of Roadway	" "	"	"	"
Watering	M-Gal.	300	470.9	+57%
P.A.#4 documented an increase of 350 M-Gals. The additional water anticipated in P.A.#4 was not needed dut to wet excavation materials encountered when general excavation commenced. A good percentage of water used was for street cleaning and traffic control during storm drainage work.				
Aggregate Shoulders	Ton	2,440	6,595.52	+170%
Contractor used "alternate curb bedding", which wasn't provided for in the contract quantities. Four P.A.'s documented some increases and driveways took a lot more than anticipated.				
Bituminous Base Mixture	Ton	33,700	30,585.64	-9.2%
Asphalt in Bit. Base Mixture	"	1,850	1,785.25	-3.3%
Lime Treated Subgrade	Sq. Yd.	68,600	64,362.2	-6.2%
Lime for Treated Subgrade	Ton	770	629.05	-18.3%
Original quantity based on 100#/cu.ft. at 5% hydrated lime. Actual soil at 107#/cu.ft. at 3.8% quick lime. Also approximately 46 ton of lime was used in added 3" depth to gain needed stability in soft areas.				
Class B or C Asph. Conc. Mix.	Ton	16,500	19,433.245	+17.8%
P.A. No.'s 9,10,11 document 450 tons. Grade changes in overlay area plus considerable amount more overlay area than plan anticipated contributed to remainder.				
Asphalt Cement in Mixture	Ton	1,070	1,369.7	+28%
Due to partially overrun of quantity in bid item No. 21. Also, location based on 6.5%. Actual field, 7.0% average.				
Asphalt in Tack Coat	Ton	18	22.41	+24.5%
Due to considerable more overlay area than plan anticipated.				

				Statement of Over & Under		
4	12" Culvert Pipe	Lin. Ft.	60	180		+200%
	Left station 358+38 the plans called for 30' of 12" c.m.p., to facilitate proper drainage this was extended 120'.					
5	8" Sewer Pipe	Lin. Ft.	290	0		-100%
	Bid item deleted, see P.A.4-6.					
6	12" Sewer Pipe	" "	3,870	0		-100%
	Bid Item deleted, see P.A.4-8.					
7	15" Sewer Pipe	" "	710	0		-100%
	Bid item deleted, see P.A.4-9,10.					
8	18" Sewer Pipe	" "	940	0		-100%
	Bid item deleted, see P.A.4-11,12.					
9	21" Sewer Pipe	" "	850	0		-100%
	Bid item deleted, see P.A.4-13,14,15.					
0	24" Sewer Pipe	" "	800	0		-100%
	Bid item deleted, see P.A.4-16,17,18.					
1	27" Sewer Pipe	" "	1,800	0		-100%
	Bid item deleted, see P.A.4-19.					
2	30" Sewer Pipe	" "	2,000	0		-100%
	Bid item deleted, see P.A.4-20.					
3	Extra for Pipe Under Pavement	" "	1,100	0		-100%
	Bid item deleted, see P.A.4-25,26,27.					
4	Concrete Manholes	Only	35	0		-100%
	Bid item deleted, see P.A.4-28,29.					
5	Concrete Inlets, Type G-1	"	4	8		+100%
	Two G-1 inlets were added on Hayesville Drive, nothing was provided in the plans to alleviate drainage problem. Any CG-1 inlets falling within a driveway were constructed and paid as G-1 inlets.					
6	Concrete Inlets, Type CG-1	Only	65	66		+1.5%
7	Concrete Inlets, Type G-2MA	"	1	0		-100%
	Bid item deleted, see P.A.4-30.					
8	6" Drain Pipe	Lin. Ft.	110	0		-100%
	Bid item deleted, see P.A.4-31.					
9	8" Sewer Pipe	" "	540	540		0.0%
0	Special Filter Matrial in Drains	Cu. Yd.	90	0		-100%
	Bid item deleted, see P.A.4-32.					
1	Guardrail, Type 2A	Lin. Ft.	315	313.		-0.8%
2	Guardrail, Type 3	" "	50	50		0.0%
3	Guardrail Anchors, Type I	Only	2	2		0.0%
4	Extra for Guardrail Bridge Conn.	"	2	2		0.0%
5	Rail End Piece, Type C	"	2	2		0.0%
6	Concrete Walks	Sq. Yd.	1,520	1,343.8		-11.6%
	Driveways at certain locations were constructed larger than originally planned, due to property owner requests. Additional driveways were also requested by property owners constituting an underrun of sidewalk.					
7	Concrete Driveways	Sq. Yd.	545	692.8		+27%
	See bid item 46.					
8	Concrete Curbs	Cu. Yd.	840	846.4		0.0%
9	Extra for Asphalt Approaches	Only	55	69		+25.5%
0	Additional driveways were requested by property owner, constituting an overrun to plan quantity.					
0	Extra for Asphalt Walks	Sq. Yd.	260	346.28		+33.3%
	Approximately 117 sq. yds. added under P.A.#11.					
1	Paved Culvert End Slopes	Sq. Ft.	75	31		-58.7%
	One paved end slope was eliminated and G-2MA constructed in its place.					
2	Guide Posts	Only	35	126		+260%
	P.A.11 was for asphaltic concrete islands for traffic control left of 338+50 (30 posts). P.A.10 Chemawa Rd. & Hazel Green detours (45 posts). Revision of D line connection (20 posts) constitutes overrun.					

atement of Over & Under.

53	Adjusting Manholes	Only	8	8	0.0%
54	Re-constructing Manholes	"	2	2	0.0%
55	Roadside Seeding & Mulching	Acre	7	8.54	+22%
	8,000 cy. additional excavation created larger area in surcharge area. Also, in the no grading area, the trench excavation for storm drains created larger areas to reseed.				
56	Setting Mailbox Posts	Only	75	24	-220%
	Overestimated on original plans.				
57	Removal of Existing Sign Inst.	Lump Sum	100%	100%	0.0%
58	Painted Wood Sign Posts	" "	"	"	"
59	Sign Support Footings	" "	"	"	"
60	Breakaway Sign Posts	" "	"	"	"
61	Cant. Sign Struct. 421+75 Rt.	" "	"	"	"
62	Move & Modify Existing Sign Bridge	" "	"	"	"
63	Type A Signs in Place	Sq. Ft.	715	713.3	-0.2%
64	Type C,D,M Signs in Place	" "	320	330.6	+3.3%
65	Type EE Signs in Place	" "	79	85.3	+8.0%
66	Type U Signs in Place	" "	18	36.5	+102.8%
	Two type U signs are required at each location, original plans only specified one.				
67	Move & Reinstall Existing Signs	Lump Sum	100%	100%	0.0%
68	Sign Illumination Equipment	" "	"	"	"
69	Removal of Existing Illumination	" "	"	"	"
70	Roadway Lighting Poles & Arms	" "	"	"	"
71	Foundations	" "	"	"	"
72	Fran. Aluminum Pole Bases	" "	"	"	"
73	Luminaires & Ballasts	" "	"	"	"
74	Switch,Conduit,Wire,Lamps,etc.	" "	"	"	"
75	Traffic Signal Inst. Complete	" "	"	"	"
	PRICE AGREEMENTS				
1-1	Sewer Service Connections	Lin. Ft.	190	347	+82.6
	- City of Salem underestimted amount in their estimate for repairs.				
1-2	Crushed Rock Backfill	Lin. Ft.	155	166	+7.1
1-3	Stand. Chimney Base Block	Each	5	0	-100%
1-4	" " Riser	Lin. Ft.	8	0	-100%
	None Required in 3 or 4.				
2	Overhaul	Lump Sum	100%	100%	0.0%
3-1	Docu. Non-Painted Sign Posts	-	-	-	-
3-2	Credit Un-Painted 4x4 Posts	Lin. Ft.	130	46.75	-64%
	Overestimated				
3-3	Credit Un-Painted 4x6 Posts	Lin. Ft.	400	332	-17%
4-0	Docu. Drainage Revision	-	-	-	-
4-1	Ditch Excavation	Cu.Yd.	5	4.5	-10%
	Overestimted				
4-2	Trench Excavation	Cu.Yd.	3,108	3,312.32	+6.6%
4-3	" " , Spec. A	" "	9,553	9,576.63	+0.3%
4-4	" " , " B	" "	514	454.23	-11.6%
	Overestimted.				
4-5	Agg. Shldr. Mat. Spec. A	" "	142	210.85	+48.5%
	Addional aggregate required to obtain depth and width of shoulder along drainage excav. area, providing safety for the traveling public. This is paralleled to edge of pavement along 700' of Chemawa Road. Existing road is narrow and partially in peat bog area. Unusual settlement required additional shoulder rock.				
4-6	8" Sewer Pipe	Lin. Ft.	536	719	+34.1%
	To alleviate drainage problems at TC 339+14 (temp.) and at Blossom Dr., 70' & 81' of pipe, respectively were installed which was over & above what the orignal quantity called for.				
4-7	10" Sewer Pipe	Lin. Ft.	20	39	+95%
	Existing 10" sewer pipe in the southeast quadrant of 99E & Hazel Green Rd. needed to be extended into the new drainage system.				

4-8	12" Sewer Pipe	Lin. Ft.	2,953	3,007	+2%
4-9	15" Sewer Pipe	" "	280	268	-4.3%
4-10	" " " ,Spec. A	" "	250	253	+1.2%
4-11	18" Sewer Pipe	" "	360	613	+70.3%
	In order to adequately drain the southeast quadrant of 99E effectively an 18" pipe (253') was installed across the intersection accounting for the overrun.				
4-12	18" Sewer Pipe, Spec. A	Lin. Ft.	232	230	-0.8%
4-13	21" " "	" "	1,390	1,343	-3.4%
4-14	21" " " , Spec. A	" "	331	330	-0.3%
4-15	21" " " , Spec. B	" "	240	238	-0.8%
4-16	24" " "	" "	600	583	-2.8%
4-17	24" " " , Spec. A	" "	163	164	+0.6%
4-18	24" " " , Spec. B	" "	930	905	-2.7%
4-19	27" " "	" "	200	199	-0.5%
4-20	30" " "	" "	400	391	-2.2%
4-21	30" Corr. Metal Pipe	" "	257	262	+1.9%
4-22	33" Sewer Pipe	" "	4,948	4,887	-1.2%
4-23	24x21 Eccentric Reducer	Only	2	2	0.0%
4-24	33x24 " "	"	1	1	0.0%
4-25	Extra for Pipe Under Pavement	Lin. Ft.	387	458	+18.3%
	Additional pipe added on Hayesville Dr., 20' pipe under pavement. The angles of some of the laterals increased resulting in more footage and in some areas more existing pavement was left in.				
4-26	Extra for Pipe Under Pavement, Spec. A	Lin. Ft.	720	732	+1.7%
4-27	" " " " " " B	" "	155	159	+2.6%
4-28	Concrete Manholes	Only	14	14	0.0%
4-29	" " , Spec. A	"	29	29	0.0%
4-30	Concrete Inlets, Type G-2MA	"	3	4	+33.3%
	Paved culvert end slope was elimated left of 356+25, a G-2MA constructed, due to additional pipe being added in the area.				
4-31	6" Drain Pipe	Lin. Ft.	215	180	-16.3%
	Originally overestimted the sub-grade cut-off trench at TC 341+60.				
4-32	Spec. Filter Mat. in Drains	Cu.Yd.	78	79.78	+2.3%
4-33	Cont. Rail Traffic Barrier	Lin. Ft.	300	375	+25%
	Additional barrier (75') was required under P.A.10.				
4-34	Docu. Flagmen	-	-	-	-
4-35	" Watering	-	-	-	-
4-36	Drainage Revision Impact	Lump Sum	100%	100%	0.0%
4-37	Docu, BI 9,12,25-34,37,38,40	-	-	-	-
5	Docu. Cant. Sign Struct.	-	-	-	-
6	" , Spec. Chng. Manhole Steps	-	-	-	-
7	Surfacing Design Change	Sq.Yd.	1,887	2,727.86	+44.6%
	Lime was eliminated in more areas than was originally anticipated.				
7	Docu. BI 10,16-18,19,20	-	-	-	-
8	Revise Illumination System	Lump Sum	100%	100%	0.0%
9	Revise Stage Const. Plan Sheet	" "	"	"	"
9	Docu. BI 10,16,21,22	-	-	-	-
10	Docu. Constr. Detours	-	-	-	-
11	Docu. BI 21,22,50	-	-	-	-
11	Drainage Curb	Lin. Ft.	510	447.5	-12.3%
	Length of island area was reduced after P.A. was written to better conform to landscaping plan on south end of island area.				
12	Reimburse State for Detour Sign	Lump Sum	100%	100%	0.0%
13	" " " Low Compaction	" "	"	"	"
14	Deduction for Non-conf. A.C.	" "	"	"	"
15	" for Non-Spec. Concrete	" "	"	"	"
16	Produce & Supply Class C A.C.	Ton	160	267.56	+67.2%
	Decel lane length was extended and widened during actual construction to provide more gradual exit angle.				

8273

STATE COPY 9

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-136		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 2	7-21-77	Project Number FF-19(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 26 , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,961,986	$ 2,067,160
Federal funds	$1,683,380	$ 1,773,623
Other revisions		

This modification is made for the following reasons:

To include overrun in bid item quantities and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of July , 19 77 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By _____

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Oregon State Highway Division
Salem, Oregon July 15, 1977

Federal Aid Project
Project No. FF-19(6)

CHEMAWA ROAD-HAYESVILLE INTERCHANGE SECTION
PACIFIC HWY. EAST IN MARION COUNTY

Revised Project Agreement Estimate.

Type Code 6203

Roadway (Sta. 344+87 thru Equa. 424+49.57 = 94+89 to Sta. 94+35)

Subtotal on previous estimate of December 27, 1976			$1,706,075.30
Previous Estimate			
Flagmen	1,800 hr.	14.00	25,200.00
General Excavation	30,800 cu.yd.	3.08	94,864.00
Class "B" or Class "C" Asphalt Concrete Mixture	16,500 ton	7.60	125,400.00
Asphalt Cement in Mixture	1,070 ton	75.00	80,250.00
			$ 325,714.00
Revised Estimate			
Flagmen	2,199 hr.	14.00	30,786.00
General Excavation	38,806 cu.yd.	3.08	119,522.48
Class "B" or Class "C" Asphalt Concrete Mixture	19,433 ton	7.60	147,690.80
Asphalt Cement in Mixture	1,366 ton	75.00	102,450.00
EWO 5 Obliterate Traffic Striping	All Required		4,570.00
SFO 12 Furnish Jute Matting and Furnish and Place Straw Mulch	All Required		505.00
SFO 11 Furnish and Install "Emergency Parking Only" Signs	All Required		235.00
SFO 13 Installation of Drainage Facility	All Required		2,887.00
SFO 5 N.W. Natural Gass Relocate Regulator	Lump Sum		8,523.02
			$ 417,169.30
	Increase		$ 91,455.30
	Subtotal		$1,797,530.60
	Engineering		269,629.40
	TOTAL		$2,067,160.00

Length of Project - - - - - - - - -	1.518 miles
Cost of Roadway per mile- - - - - -	$1,361,765.47
Federal Funds - - - - - - - - - - -	$1,773,623.00
State Funds - - - - - - - - - - - -	293,537.00
TOTAL	$2,067,160.00

Group 1 - 100%
Contract No. 8273
Prefix: 24-1098
Pro Rata 85.8%

8273

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-15		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 1	1-4-77	Project Number FF-19(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 26, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,595,355	$ 1,961,986
Federal funds	$ 1,247,408	$ 1,683,380
Other revisions		

This modification is made for the following reasons:

To include overrun in bid item quanitites, additional approved items and increase federal aid pro-rata to 85.80%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of January, 19 77.

Oregon State Highway Division
(Official name of Highway Agency)

By E J Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete 6717

Gen files

Oregon State Highway Division
Salem, Oregon, December 27, 1976

Federal-aid Project
No. FF-19(6)

CHEMAWA ROAD-HAYESVILLE INTERCHANGE SECTION
PACIFIC HIGHWAY EAST IN MARION COUNTY

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 344+87 Thru Equa. 424+49.57=94+89 to Sta 94+35)

Subtotal on previous estiamte of August 20, 1975 $ 1,451,323.00

Previous Estimate

Flagmen	750 hour	14.00	$ 10,500.00
Ditch Excavation	390 Cu. Yd.	5.00	1,950.00
Trench Excavation	7,470 Cu. Yd.	4.00	29,880.00
Aggregate Shoulders	2,440 Ton	3.50	8,540.00
8-inch Sewer Pipe	290 Lin. Ft.	7.00	2,030.00
12-inch Sewer Pipe	3,870 Lin. Ft.	9.50	36,765.00
15-inch Sewer Pipe	710 Lin. Ft.	10.00	7,100.00
18-inch Sewer Pipe	940 Lin. Ft.	11.00	10,340.00
21-inch Sewer Pipe	850 Lin. Ft.	13.00	11,050.00
24-inch Sewer Pipe	800 Lin. Ft.	15.00	12,000.00
27-inch Sewer Pipe	1,800 Lin. Ft.	16.00	28,800.00
30-inch Sewer Pipe	2,000 Lin. Ft.	20.00	40,000.00
Extra for Pipe Under Pavement	1,100 Lin. Ft.	10.00	11,000.00
Concrete Manholes	35 only	600.00	21,000.00
Concrete Inlets, Type G-2Ma	1 only	350.00	350.00
6-inch Drain Pipe	110 Lin. Ft.	4.50	495.00
Special Filter Material In Drains	90 Cu. Yd.	20.00	1,800.00
			$233,600.00

Revised Estimate

Flagmen	1,800 hour	14.00	25,200.00
Ditch Excavation	- Cu. Yd.	Deleted by PA #4 -	
Trench Excavation	- Cu. Yd.	Deleted by PA #4 -	
Aggregate Shoulders	5,500 Ton	3,50	19,250.00
8-inch Sewer Pipe	- Lin. Ft.	Deleted by PA #4	
12-inch Sewer Pipe	- Lin. Ft.	Deleted by PA #4	
15-inch Sewer Pipe	- Lin. Ft.	Deleted by PA #4	

18-inch Sewer Pipe	- Lin. Ft.		Deleted by PA #4
21-inch Sewer Pipe	- Lin. Ft.		Deleted by PA #4
24-inch Sewer Pipe	- Lin. Ft.		Deleted by PA #4
27-inch Sewer Pipe	- Lin. Ft.		Deleted by PA #4
30-inch Sewer Pipe	- Lin. Ft.		Deleted by PA #4
Extra for Pipe Under Pavement	- Lin. Ft.		Deleted by PA #4
Concrete Manholes	- Only		Deleted by PA #4
Concrete Inlets, Type G-2MA	- Only		Deleted by PA #4
6-inch Drain Pipe	- Lin. Ft.		Deleted by PA #4
Special Filter Material In Drains	- Cu. Yd.		Deleted by PA #4

Revise Drainage System

PA 4 Ditch Excavation	5 Cu. Yd.	5.00	25.00
PA 4 Trench Excavation	3,108 Cu. Yd .	4.00	12,432.00
PA 4 Trench Excavation "Spec. A"	9,575 Cu. Yd.	7.50	71,812.50
PA 4 Trench Excavation "Spec. B"	514 Cu. Yd.	10.10	5,191.40
PA 4 Aggregate Shoulder Material "Spec. A"	172 Cu. Yd.	9.00	1,548.00
PA 4 10-inch Sewer Pipe	20 Lin. Ft.	8.50	170.00
PA 4 12-inch Sewer Pipe	2,953 Lin. Ft.	9.50	28,053.50
PA 4 15-inch Sewer Pipe	280 Lin. Ft.	10.00	2,800.00
PA 4 15-inch Sewer Pipe "Spec. A"	253 Lin. Ft.	10.50	2,656.50
PA 4 18-inch Sewer Pipe	500 Lin. Ft.	11.00	5,500.00
PA 4 18-inch Sewer Pipe "Spec. A"	232 Lin. Ft.	11.75	2,726.00
PA 4 21-inch Sewer Pipe	1,390 Lin. Ft.	13.00	18,070.00
PA 4 21-inch Sewer Pipe "Spec A"	331 Lin. Ft.	14.00	4,634.00
PA 4 21-inch Sewer Pipe "Spec B"	238 Lin. Ft.	13.75	3,272.50
PA 4 24-inch Sewer Pipe "Spec. A"	600 Lin. Ft.	15.00	9,000.00
PA 4 24-inch Sewer Pipe "Spec. B"	163 Lin. Ft.	26.00	4,238.00
PA 4 27-inch Sewer Pipe	905 Lin. Ft.	15.60	14,118.00
PA 4 30-inch Sewer Pipe	199 Lin. Ft.	16.00	3,184.00
PA 4 30-inch Corrugated Metal Pipe	391 Lin. Ft.	20.00	7,820.00
PA 4 33-inch Sewer Pipe	262 Lin. Ft.	18.00	4,716.00
PA 4 24"X21" Eccentric Reducer	4,887 Lin. Ft.	29.20	142,700.40
PA 4 33"X24" Eccentric Reducer	2 only	300.00	600.00
PA 4 Extra for Pipe Under Pavement	2 only	750.00	750.00
	460 Lin. Ft.	10.00	4,600.00

PA 4 8-inch Sewer Pipe	620 Lin. Ft.	7.00	4,340.00
PA 4 Extra for Pipe Under Pavemetn "Spec. A"	730 Lin. Ft.	14.50	10,585.00
PA 4 Extra for Pipe Under Pavement "Spec B'	159 Lin. Ft.	15.00	2,385.00
PA 4 Concrete Manholes	14 Only	600.00	8,400.00
PA 4 Concrete Manholes "Spec A"	29 Only	1,170.00	33,930.00
PA 4 Concrete Inlets, Type G-2MA	3 Only	350.00	1,050.00
PA 4 6-inch Drain Pipe	215 Lin. Ft.	4.50	967.50
PA 4 Special Filter Material In Drains	78 Cu. Yd.	20.00	1,560.00
PA 4 Continuous Rail Traffic Barrier	300 Lin. Ft.	12.00	3,600.00
PA 4 Drainage Revision Impact	Lump Sum		20,317.00
EWO 3 Extend Sanitary Sewer Liner	All Required		3,500.00
EWO 4 Construct Fence (Sta 372+87 to 347+85)	All Required		750.00
SFO 6 Bikeway Signs	All Required		900.00
SFO 7 Bikeway Striping & Stenciling	All REquired		1,000.00
			488,352.30
	Net Increase		254,752.30
	Subtotal		1,706,075.30
	Engineering		255,910.70
	Total		$1,961,986.00

Length of Project - - - - 1.518 miles
Cost of Roadway Per Mile - - - -$1,292,480.88

*Federal Funds	$1,683,380.00
State Funds	278,606.00
Total	$1,961,986.00

Group 1 - 100%
Contract #8273
Prefix 24-1098
*Reflects increase in Pro-rata to 85.80%

8273 STATE COPY 43

Form Approved; O.M.B. No. 04-R2069

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-20	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-26-75	STATE Oregon COUNTY Marion PROJECT NO. FF-19(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E, Jct. I-5 (Hayesville Int.), N. 1.5 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-9-75	1.518
OTHER *(Specify)*		

FUNDS Pro rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,595,355.00	$ 1,247,408.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

for G. L. Green

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 20, 1975

Federal-aid Project
No. FF-19(6)

Chemawa Road-Hayesville Interchange Section
Pacific Highway East
Marion County

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 344+87 thru EQ 424+49.57=94+89 to Sta. 94+35)

Furnishing Field Laboratory	1 only	2,500.00	$ 2,500.00
Mobilization	All Required		116,790.00
Temporary Protection and Direction of Traffic	All Required		14,000.00
Temporary Signs	650 sq.ft.	7.00	4,550.00
Temporary Barricades	15 only	100.00	1,500.00
Flagmen	750 hr.	14.00	10,500.00
Clearing and Grubbing	All Required		15,000.00
Removal of Structures and Obstructions	All Required		10,000.00
Ditch Excavation	390 cu.yds.	5.00	1,950.00
General Excavation	30,800 cu.yds.	3.08	94,864.00
Overhaul	1,950 c-yd.sta.	0.02	39.00
Trench Excavation	7,470 cu.yds.	4.00	29,880.00
Finishing Roadbed and Slopes	All Required		3,000.00
Obliteration of Roadway	All Required		1,000.00
Watering	300 M-gal.	6.00	1,800.00
Aggregate Shoulders	2,440 ton	3.50	8,540.00
Bituminous Base Mixture	33,700 ton	7.50	252,750.00
Asphalt in Bituminous Base Mixture	1,850 ton	75.00	138,750.00
Lime Treated Subgrade	68,600 sq.yd.	0.60	41,160.00
Lime for Treated Subgrade	770 ton	52.00	40,040.00
Class "B" or Class "C" Asphalt Concrete Mixture	16,500 ton	7.60	125,400.00
Asphalt Cement in Mixture	1,070 ton	75.00	80,250.00
Asphalt in Tack Coat	18 ton	150.00	2,700.00
12-inch Culvert Pipe	60 lin.ft.	10.00	600.00
8-inch Sewer Pipe	290 lin.ft.	7.00	2,030.00
12-inch Sewer Pipe	3,870 lin.ft.	9.50	36,765.00
15-inch Sewer Pipe	710 lin.ft.	10.00	7,100.00
18-inch Sewer Pipe	940 lin.ft.	11.00	10,340.00
21-inch Sewer Pipe	850 lin.ft.	13.00	11,050.00
24-inch Sewer Pipe	800 lin.ft.	15.00	12,000.00
27-inch Sewer Pipe	1,800 lin.ft.	16.00	28,800.00
30-inch Sewer Pipe	2,000 lin.ft.	20.00	40,000.00
Extra for Pipe Under Pavement	1,100 lin.ft.	10.00	11,000.00
Concrete Manholes	35 only	600.00	21,000.00
Concrete Inlets, Type G-1	4 only	300.00	1,200.00
Concrete Inlets, Type G-2MA	1 only	350.00	350.00
Concrete Inlets, Type CG-1	65 only	250.00	16,250.00

6-inch Drain Pipe	110 lin.ft.	4.50	495.00
8-inch Drain Pipe	540 lin.ft.	5.00	2,700.00
Special Filter Material in Drains	90 cu.yds.	20.00	1,800.00
Guard Rail, Type 2A	315 lin.ft.	9.00	2,835.00
Guard Rail, Type 3	50 lin.ft.	18.00	900.00
Guard Rail Anchors, Type 1	2 only	280.00	560.00
Extra for Guard Rail Bridge Connections	2 only	675.00	1,350.00
Rail End Pieces, Type C	2 only	115.00	230.00
Concrete Walks	1,520 sq.yds.	8.50	12,920.00
Concrete Driveways	545 sq.yds.	12.00	6,540.00
Concrete Curbs	840 cu.yds.	87.00	73,080.00
Extra for Asphalt Approaches	55 only	125.00	6,875.00
Extra for Asphalt Walks	260 sq.yds.	6.00	1,560.00
Paved Culvert End Slopes	75 sq.ft.	20.00	1,500.00
Guide Posts	35 only	17.00	595.00
Adjusting Manholes	8 only	400.00	3,200.00
Reconstructing Concrete Manholes	2 only	1,000.00	2,000.00
Roadbed Seeding and Mulching	7 acre	423.00	2,961.00

Signing

Removal of Existing Sign Installations	All Required		700.00
Painted Wood Sign Posts	All Required		2,300.00
Sign Support Footings	All Required		13,200.00
Breakaway Sign Posts	All Required		9,300.00
Cantilever Sign Structure at Sta. "A" 421+75 Rt.	All Required		14,060.00
Move and Modify Existing Sign Bridge	All Required		3,970.00
Type "A" Signs in Place	715 sq.ft.	14.00	10,010.00
Type "C" "D" and "M" Signs in Place	320 sq.ft.	5.00	1,600.00
Type "E" Signs in Place	79 sq.ft.	8.00	632.00
Type "U" Signs in Place	18 sq.ft.	9.00	162.00
Move and Reinstall Existing Signs	All Required		2,100.00
Sign Illumination Equipment	All Required		2,300.00

Illumination

Removal of Existing Illumination	All Required		1,040.00
Roadway Lighting Poles and Armes	All Required		13,400.00
Foundations	All Required		9,700.00
Frangible Aluminum Pole Bases	All Required		2,400.00
Luminaires and Ballasts	All Required		2,600.00
Switching, Conduit, Wiring, Lamps, etc.	All Required		25,200.00

Traffic Signals

Traffic Signal Installation, Complete	All Required	2,900.00
		$1,435,123.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,500.00
Stage Construction Striping	All Required	2,000.00
Temporary Erosion Control	All Required	4,000.00
On the Job Trainee (40 $800)	All Required	3,200.00
Work by Portland General Electric	All Required	1,500.00
Work by N.W. Natural Gas Co.	All Required	3,000.00
		$ 16,200.00
	Subtotal	$1,450,323.00
	Engineering	145,032.00
	Total	$1,595,355.00

Length of Project 1.518 miles
Cost of Roadway Per Mile $1,050,958.50

WORK RETAINED IN PROGRAM STATUS

Construct Fence (Sta. 373 to Sta. 375) (E.W.)	All Required	$ 400.00
Extend Sanitary Sewer to R/W (E.W.)	All Required	1,000.00
Bikeway Striping and Stenceling (S.F.)	All Required	1,200.00
Bikeway Signs (S.F.)	All Required	1,250.00

Federal Funds	$1,247,408.00
State Funds	347,947.00
Total	$1,595,355.00

Group 1 - 100%

Contract No.

Prefix No. 24-1098

Chemawa Road-Hayesville Interchange
Nonparticipating - State Work

Furnish Mailbox Posts	All Required		$ 1,400.00
Setting Mailbox Posts	75 only	50.00	3,750.00
State Responsibility for Damages	All Required		1,500.00
			$ 6,650.00

8273

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CHEMAWA RD.- HAYESVILLE INTER.		WEEK ENDING: June 25,1977
		SECTION PREFIX: 24-1098
HIGHWAY: Pacific East		COUNTY: Marion
NAME OF JOB: Chemawa Rd.-Hayesville Inter.	KIND OF WORK: Grade,Pave,Signing,Illumination	
CONTRACTOR: Gibbons & Reed Co.	CONTRACT NUMBER: 8273	FEDERAL AID PROJECT NUMBER: FF-19(6)
DATE OF CONTRACT: August 7,1975	DATE WORK STARTED: August 27,1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 388	WORK DAYS USED: 404
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 2,010,619.74	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 104
EXCLUSIVE OF ENGINEERING: $ 1,800,869.74	ENGINEERING AUTHORIZATION: $ 209,750.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,721,000.00	ENGINEERING COST TO DATE: $ 290,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION: 138 %	DATE PROJECT WAS COMPLETED: June 21,1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.72				1.72
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.72				1.72
TOTAL ESTIMATED QUANTITIES (CONTRACT)	30,800 CY				50,200 T
TOTAL QUANTITIES CORRECTED TO DATE	38,800 CY				42,000 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	38,800 CY				42,000 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1-Sweeper

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
JUNE SUNDAY	19	Fair	-		
MONDAY	20	Rain	-		
TUESDAY	21	Showers,Fair	-		
WEDNESDAY	22	Fair	-		
THURSDAY	23	"	-		
FRIDAY	24	"	-		
SATURDAY	25	?	-		

BEN GIFFORD

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
JUN 28 1977
CONSTRUCTION SECTION

3-3c-2:45

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity.
TUESDAY	Completed project, swept along entire length of project.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed June 21,1977, semi-final to be submitted around July 1,1977.

THIS IS THE FINAL REPORT

SIGNED K.D. Wolfe LOCATION Salem

K.D, Wolfe

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8273

April 5, 1977

Gibbons & Reed Company
P. O. Box 13388
Portland, OR 97213

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8273 for work on the Chemawa Road-Hayesville Interchange on Pacific Highway East in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 88 days is granted because of added drainage system work and redesign, Stage 1 delay from this work, and for Price Agreement No. 10.

If you complete the work promptly, this should delete all liquidated damages.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey (enc.)
Robert Church "
John Sheldrake "

JAB:fr ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 30, 1977

In reply refer to: 1041B.2

SUBJECT: Oregon Project FF-19(6)
Time Extension Request
Chemawa Road Hayesville Sec.
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: E. S. Hunter

We have reviewed your letter of March 28 concerning the time extension on the subject project.

Due to the change in the storm drainage and additional work established under price agreements, the contractor was delayed in completing the project work.

We therefore concur in your request for an 88 day extension of time.

G. K. Hansen
for G. L. Green

RECEIVED
STATE HWY ENGR
APR 4'77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8273 Contractor Gibbons & Reed Co.

Highway Pacific East

Section Chemawa Rd.-Hayesville Interchange

Kind of Work Grading, Paving, Signing and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 88 day time extension of contract time as follows:

21 days (8-27 to 9-17-75) for drainage system redesign (acquisition of 33" pipe)
13 days added drainage system work,
52 days Stage 1 delay as impact from the above, plus
2 days for Price Agreement No. 10.

Recommended for Approval:

Harold Kimes
Division Engineer

Phil M. Bowe
~~Bridge Engineer~~ Construction Engineer or

E J Hunter
Deputy State Highway Engineer

Contract No.	8273
Project designation	FF-19(6) State-Federal
Date awarded	August 7, 1975
Work started	August 27, 1975
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

E-230 (Rev.)—SM—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 24, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 530 days, within which to complete our Contract No. 8273, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to attached letter dated November 24, 1976

Respectfully submitted,

GIBBONS AND REED COMPANY
Contractor

By [signature]

CONSENT OF SURETY

Date November 24, 1976

We, THE TRAVELERS INDEMNITY COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact M. H. Webb

CORROON & BLACK OF OREGON
Resident Agent

(SEAL)

GIBBONS & REED COMPANY

CONTRACTORS

General Office — Salt Lake City, Utah

REPLY TO
XXXXXXXXXXXXXXXXX
POST OFFICE BOX 13388
PORTLAND, OREGON 97213
TELEPHONE (503) XXXXXX
255-6101

November 24, 1976

Oregon State Highway Division
P. O. Box 14030
Salem, Oregon 97310

Attention: Ken D. Wolfe, Resident Engineer
Re: Chemawa Road - Hayesville Interchange
OSHD Contract No. 8273

Gentlemen:

As you are aware, the original contract completion date for the referenced project was September 15, 1976. We feel that a time extension is in order due to a combination of causes beyond our control which prevented the prosecution of the project as originally scheduled. These causes are primarily related to the impact of the drainage revision issued by the Oregon State Highway Division on September 8, 1975.

During the project preconstruction conference on August 18, 1975 it was mentioned that we were planning Stage I completion before the inclement weather arrived that fall. However, the only major work that was completed in the fall of 1975 was the main drainage trunkline. Stage I was not completed until September 3, 1976.

Accompanying the drainage design revision delay was the extremely wet summer of 1976. Since Stage I was not completed in the fall of 1975 its schedule was pushed back into the wet construction season of 1976. Thus, the impact of not completing Stage I in the fall of 1975 was instrumental in delaying the progress of the project.

Stage II was completed on November 10, 1976 and Stage III commenced immedi ately. We are currently at a standstill on any further construction on Stage III pending drying weather. If the weather does not permit further construction this year, we will be forced to carry over our construction until 1977.

RECEIV
NOV 29 19
RESIDENT ENGR

Due to the reasons detailed herein we request an increase in the number of calendar work days from 300 to 530 in order to allow the remaining work to be completed. Attached you will find the Contractors Request form for this increase.

Your immediate response would be appreciated.

Very truly yours,

GIBBONS AND REED COMPANY

Gary W. Stephens
Project Manager

GWS/jm
enc.

B/ap

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 28, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Time Extension Request
Chemawa Road-Hayesville Section
FAP No. FF-19(6)
Contract No. 8273

The contractor has requested a complete time extension, primarily because of the early storm drainage revision which was covered by Price Agreement No. 4.

Bids were opened on this project July 31, 1975 and the time count started August 22. The 300 days allowed intended a fall 1976 completion. The contractor started work promptly on August 27, but the storm drainage revision was a major change which contributed to delaying most of the Stage 1 grading until the following season. Theoretically, the contractor could have accomplished up to one-half of it in the time remaining in 1975 had there been no delays related to the drainage system.

The change amounted to revising the main truck line from a 6,070-foot length and 30-inch maximum pipe size to a 7,400-foot length and 33-inch maximum pipe size. The 33-inch pipe was required in the first of the drainage work performed and delay in obtaining it accounts for 21 days (from August 27 to September 17, 1975). The revised work itself then involved larger quantities of trench excavation and the larger pipe sizes, so the Resident Engineer believes increases in the drainage work itself justifies an additional 13 days.

The impact of the subsequent seasonal delay of at least one-half of the Stage 1 excavation is, of course, more difficult to put an accurate time on. Based on the time it actually took to perform Stage 1 in 1976, it took 52 days then to perform one-half of it.

The next largest change order is Price Agreement No. 10 in the amount of $8,220, which was a late order (October 26, 1976) for temporary connections to Chemawa and Hazel Green Roads during the Stage construction in that vicinity. An additional two days is attributed to that order.

The above four reasons then make a total of 88 days recommended.

The project is virtually completed, requiring only some A.C. corrective work, minor grading behind curbs and sidewalks, and some seeding and mulching. It has been under full traffic since December 24, 1976. There were 75 1/2 days' liquidated damages accrued at $200 per day when the time count would ordinarily resume March 1. We intend to utilize a stop work order until ground and weather conditions permit performing the minor work remaining, so an 88-day extension should allow adequate time to complete the project without the assessment of liquidated damages.

We ask your concurrence in the 88-day extension.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
John Sheldrake

JAB:fr ja

8273 4-5-77 13

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. FF-19(6)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. FF-1

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-30-75	3-11-77	Primary 3	Primary 1E

GENERAL LOCATION:

"Chemawa Road - Hayesville Interchange"

GENERAL DESCRIPTION OF WORK:

Installation of drainage facility.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF-WAY

CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 3-28-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 13 in the amount of $2,887 - Federal funds $2,500.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-5-77	G. K. Green	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8273

1

March 28, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Time Extension Request
Chemawa Road-Hayesville Section
FAP No. FF-19(6)
Contract No. 8273

The contractor has requested a complete time extension, primarily because of the early storm drainage revision which was covered by Price Agreement No. 4.

Bids were opened on this project July 31, 1975 and the time count started August 22. The 300 days allowed intended a fall 1976 completion. The contractor started work promptly on August 27, but the storm drainage revision was a major change which contributed to delaying most of the Stage 1 grading until the following season. Theoretically, the contractor could have accomplished up to one-half of it in the time remaining in 1975 had there been no delays related to the drainage system.

The change amounted to revising the main truck line from a 6,070-foot length and 30-inch maximum pipe size to a 7,400-foot length and 33-inch maximum pipe size. The 33-inch pipe was required in the first of the drainage work performed and delay in obtaining it accounts for 21 days (from August 27 to September 17, 1975). The revised work itself then involved larger quantities of trench excavation and the larger pipe sizes, so the Resident Engineer believes increases in the drainage work itself justifies an additional 13 days.

The impact of the subsequent seasonal delay of at least one-half of the Stage 1 excavation is, of course, more difficult to put an accurate time on. Based on the time it actually took to perform Stage 1 in 1976, it took 52 days then to perform one-half of it.

The next largest change order is Price Agreement No. 10 in the amount of $8,220, which was a late order (October 26, 1976) for temporary connections to Chemawa and Hazel Green Roads during the Stage construction in that vicinity. An additional two days is attributed to that order.

The above four reasons then make a total of 88 days recommended.

The project is virtually completed, requiring only some A.C. corrective work, minor grading behind curbs and sidewalks, and some seeding and mulching. It has been under full traffic since December 24, 1976. There were 75 1/2 days' liquidated damages accrued at $200 per day when the time count would ordinarily resume March 1. We intend to utilize a stop work order until ground and weather conditions permit performing the minor work remaining, so an 88-day extension should allow adequate time to complete the project without the assessment of liquidated damages.

We ask your concurrence in the 88-day extension.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
John Sheldrake

JAB:fr ja

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 22, 1977

FILE: CON 5 #8273

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Chemawa Rd.-Hayesville Section
Contract No. 8273
Request for Time Extension

Gibbons & Reed Company has requested a 230-day time extension primarily because of the early storm drainage revision which was covered by Price Agreement No. 4. How they derived the 230 days is not disclosed. It seems to come out of thin air.

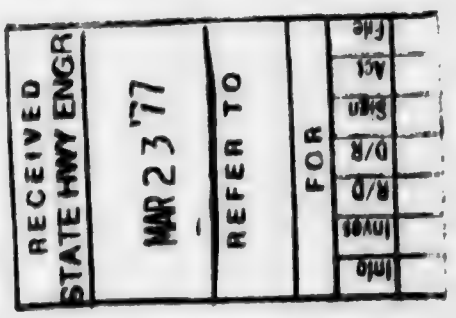
Bids were opened on this project July 31, 1975 and the time count started August 22. The 300 days allowed intended a fall, 1976 completion. The contractor started work promptly on August 27, but the storm drainage revision was a major change which contributed to delaying most of the Stage 1 grading until the following season. Theoretically, the contractor could have accomplished up to one-half of it in the time remaining in 1975, had there been no delays related to the drainage system.

That change was the cause of our requesting an increase in the project authorization in August of 1976. It amounted to revising the main trunk line from a 6,070 ft. length and 30 in. maximum pipe size to a 7,400 ft. length and 33 in. maximum pipe size. The 33 in. pipe was required in the first of the drainage work performed and delay in obtaining it accounts for 21 days (from 8-27 to 9-17-75). The revised work itself then involved larger quantities of trench excavation and the larger pipe sizes, so the Resident Engineer believes increases in the drainage work itself justifies an additional 13 days.

The impact of the subsequent seasonal delay of at least one-half of the Stage 1 excavation is, of course, more difficult to put an accurate time on. Based on the time it actually took to perform Stage 1 in 1976, it took 52 days then to perform one-half of it. The Resident cites that this includes some inefficient operations, but I would recommend the full 52 days as the actual apparent time-value for this reason.

The next largest change order is Price Agreement No. 10 in the amount of $8,220 which was a late order (10-26-76) for temporary connections to Chemawa and Hazel Green Roads during the Stage construction in that vicinity. I concur in assigning an additional 2 days to that order.

The above four reasons then make a total of 88 days recommended.



The remaining change orders are smaller and several of them were apparently performed during dormant "no count" time. The project is virtually completed requiring only some A.C. corrective work, minor grading behind curbs and sidewalks and some seeding and mulching. It has been under full traffic since December 24, 1976. We started this year with 75-1/2 days liquidated damages accrued at $200 per day. I am suggesting the field utilize a stop work order until ground and weather conditions permit performing the minor work remaining, so an 88 day extension should allow adequate time to complete the project without the assessment of liquidated damages.

This is a primary federal-aid project. I suggest federal concurrence be requested. Rough draft letters for this purpose and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8073

LETTER OF APPROVAL / OR AUTHORIZATION

3-25-77

FEDERAL AID PROJECT NO. FF-19(6)

STA PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. FF-1

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 1 '77
REFER TO
Rubins
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-30-75	1-18-77	Primary 3	Primary 1E

GENERAL LOCATION:

"Chemawa Road-Hayesville Section"

GENERAL DESCRIPTION OF WORK:

Furnish and install "Emergency Parking ONly" signs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 3-21-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 11 in the amount of $235 - Federal participation not to exceed $202.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-28-77	H Green	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8273

1

February 4, 1977

John W. Sheldrake
Region Engineer

C. W. Head, Manager
Commission Services

File 49503

MISC. CONTRACTS and
AGREEMENTS No. 602

As requested by Ruth Keller in Right of Way, we are attaching the original and three copies of an agreement with Madge B. Jones, Ernest L. Wood and Lorene D. Wood, owners of property abutting the Brooks-Salem Section of the Pacific Highway East in Marion County covering the diversion of concentrated drainage water across their land.

It is my understanding that you will send the original signed agreement to the owners.

We have retained a copy for the Transportation Commission's files and have forwarded a copy to the Right of Way Branch.

cc: Ruth Keller (with agreement)

fkn:kkr

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 25, 1977

FILE:

FROM: Ruth Keller
Document Supervisor

SUBJECT: File 49503
Brooks-Salem Sec.
Pacific East Hwy.
Marion County

TO: H. S. Coulter
State Highway Engineer

Attached is an Agreement form in quintuplet between the Highway Division and Madge B. Jones, et al, owners of property abutting the Pacific Highway East between approximately Highway Engineer's Station 328+50 and 345+00.

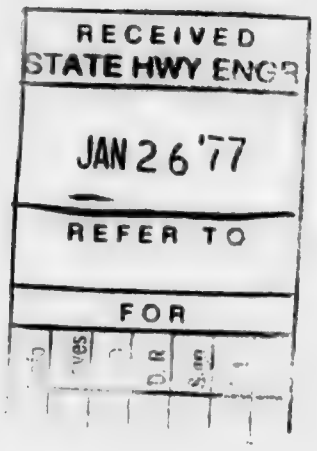
This Agreement is in connection with the construction and maintenance of a drainage facility necessitated by State placing fill material within its highway right of way that resulted in a concentration of drainage water which should be diverted across owners' property adjacent to the right of way. Owners will install the facility at State's expense, they will maintain the facility and will be allowed to utilize same for their use as set out in the Agreement.

For the location and price of said facility, see Schedule "A" of the Agreement.

After you have obtained Chairman Jackson's approval (20-1), please date and sign the original and four copies of the Agreement (16-5). The original, together with three signed copies of the document, should be returned to the Region Engineer for his records and for sending a signed Agreement to the owners. Payment will be processed by the Region Engineer's office as soon as the work has been completed to his satisfaction.

We will appreciate receiving a copy of the executed document and a copy of your transmittal letter forwarding the items mentioned above to the Region Engineer.

RK:nn
Enclosures
cc: C. T. Keasey
G. W. Wimer
John Sheldrake
Rod Henry Attn: Judy Peterson



FORM 81 734 10-70

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 24-1098

Salem, Oregon

January 12, 1977

FROM: K.D. Wolfe
RESIDENT ENGINEER

SUBJECT: Chemawa Rd.-Hayesville Inter.
Pacific Highway East
Marion County
Contract No. 8273

TO: John Sheldrake
REGIONAL ENGINEER

File No. 69503

REGION 2 ENGINEER
RECEIVED
JAN 17 1977
ME RTE ROE
OLE GLO RSO ROC RFE

Enclosed are 5 copies of a drainage agreement entered into between the Highway Division and Hadge Jones & Ernie Wood. They are the present owner and unrecorded contract purchaser of the peat bog land lying north of Chemawa Road and west of 99E.

Construction of the fill for a portion of the future alignment north of Chemawa Road has caused a drainage problem that was not anticipated on the original contract. We are now collecting a considerable amount of surface run-off and concentrating the discharge at one location onto the property owners peat land. This is presently a highly productive onion field and cannot tolerate any excess water at certain times of the year. Prior to the new construction, run-off in the area spread out and was no problem.

Any plan for taking care of this run-off by staying within highway R/W has been found to be very expensive and would not be salvageable or reuseable under the proposed future construction toward the north.

The most simple and least expensive answer to this problem is to pay for installation of a pipe across the property owners land which will convey the water to an existing drainage ditch some 900' westerly of the highway. The property owner will construct the pipe and it will become his property. Under the agreement, the State pays the cost of the initial installation and the property owner assumes all liability thereafter.

This work was discussed with Region, Construction and the FHWA on October 14th. Mr. Riedl stated that they can justify a participating force order for the costs. Permission to proceed with the work (as soon as the owner signed the agreement) was given by Region on November 20th.

An S.F.O. for the above work will follow. It may be that an S.F.O. will also be submitted for the portion of work lying on State R/W and which will be performed by the contractor.

After the agreement is approved, initialed at the appropriate changes, and signed, I will need a copy for the project file and a copy each will be needed for Mrs. Jones and Mr. Wood.

cc: Rod Henry w/o attach.

cc Rod Henry w/all 5 copies John Sheldrake
has signed these. Please arrange
for any further execution needed after
you've received for farmers contract.
When executed return w/ suggested
cc- C T Kemp, distribution letter H Kemp 1-20-77 da

8273

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 3, 1977

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Chemawa Rd.-Hayesville Int.
Pacific Highway East
Marion County

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

Recent RR standards states that with running speeds over 40 mph desirably no trees over 4" diameter should be inside of 30 feet from the travelled way. In urban areas with speeds below 40 mph the minimum distance should be behind the paved should or 2 feet behind the curb.

Landscape plans for the subject project call for the planting of trees of an eventual trunk diameter greater than 4" closer than 30 feet from the driving lane. This design is in agreement with the City of Salem tree planting plan. This section of highway is presently posted for 45 mph, but it is safe to say that by the time these trees will pose any danger to traffic, the area will have been urbanized to a point that the speed will undoubtedly be reduced below 40 mph.

Because of this, and the insistance of the City, it is felt to be justifiable to use the proposed urban standard.

DNS:az
cc: E. S. Hunter
Jack Sollis
L. E. George
J. Sheldrake
T. L. Savage

RECEIVED
STATE HWY ENGR
FEB 4 '77
REFER TO
FOR
R/W | D/R | Sign | Act | File

8273

January 12, 1977

Lovaas, Cobb, Richards & Fraser
Attorneys at Law
P. O. Box 10747
Eugene, OR 97401

Attention: Robert H. Fraser

Gentlemen:

Thank you for your letter of January 6 with attachment, advising us that R. C. Parsons & Son Ready Mix Concrete, Inc. claim in the amount of $66,019.75 filed against Gibbons and Reed Company and The Travelers Indemnity Company on Contract No. 8273 in Marion County has been satisfied.

This information is being noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gibbons and Reed Company
P. O. Box 13388
Portland, OR 97213

1-12-77 kr

JOHN L. LUVAAS
RALPH F. COBB
JOE B. RICHARDS
ROBERT H. FRASER
PAUL D. CLAYTON
DOUGLAS L. McCOOL
DAVID L. SHAW
DENNIS W. PERCELL

LUVAAS, COBB, RICHARDS & FRASER
ATTORNEYS AT LAW
P. O. BOX 10747
777 HIGH STREET
EUGENE, OREGON 97401

TELEPHONE
484-9292
AREA CODE
503

January 6, 1977

Mr. Lloyd D. Cooke, Administrative Assistant
Public Records
Elections and Public Records Division
Secretary of State
State Capitol Building
Salem, Oregon 97310

Mr. C. W. Head, Commission Services
Department of Transportation
State Highway Building
Salem, Oregon 97310

Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, Oregon 97205

Gibbons and Reed Company
P. O. Box 13388
Portland, Oregon 97213

Columbia West Materials and Constructors
P. O. Box 488
Longview, Washington 98632

Gentlemen:

Enclosed to Mr. Lloyd D. Cooke, is an original notarized formal withdrawal of notice of claim signed by F. C. Parsons as President of R. C. Parsons & Son Ready Mix Concrete, Inc. Copies are being sent to the other addressees above named.

The reason for withdrawal is that the claim has been satisfied as per the enclosed.

Very truly yours,

ROBERT H. FRASER
RHF:vm
Enc.

RECEIVED
JAN 10
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JANUARY 6, 1977

TO: C. W. Head, Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

TO: Secretary of State
State Capitol Building
Elections and Public Records Division
Salem, Oregon 97310

Attention: Mr. Lloyd D. Cooke, Administrative Assistant
Public Records

RE: Secretary of State Filing No. 5165
Contract: Chemewa Road, Hayesville
Interchange, Pacific Highway
East, Marion County, Oregon
Contract No. 8273

Contractor: Gibbons and Reed Company
P. O. Box 13388
Portland, Oregon 97213

NOTICE IS HEREBY GIVEN that the undersigned, President of R. C. Parsons & Son Ready Mix Concrete, Inc., did heretofore and under date of December 20, 1976, file a Notice of Claim in the amount of $66,019.75 against the bond taken from Gibbons and Reed Company, principal and Travelers Indemnity Company, surety, for the above referenced Highway Job No. 8273, Secretary of State's filing number 5165.

This will serve to advise you that the aforesaid claim has been satisfied.

R. C. PARSONS & SON READY MIX CONCRETE, INC.,
an Oregon corporation

By F. C. Parsons
F. C. Parsons, Its President

STATE OF OREGON)
County of Lane) ss

On this 6th day of January, 1977, personally appeared F.C. Parsons, who being duly sworn, did say that he is the President of R.C. Parsons & Son Ready Mix Concrete, Inc., an Oregon corporation, and that the above instrument was signed on behalf of said corporation by authority of its Board of Directors and he acknowledged said intrument to be its voluntary act and deed.

Before me: Jackie A. Thomsen
Notary Public for Oregon
My Commission Expires: My Commission [illegible]

RECEIVED
JAN 10 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8273

4.5

December 29, 1976

Luvaas, Cobb, Richards & Fraser
Attorneys at Law
P. O. Box 10747
Eugene, OR 97401

Attention: Robert H. Fraser

NOTED ON CARD
12-29-76

Gentlemen:

This is in reply to your letter of December 20 with attached Notice of Claim of R. C. Parsons & Son Ready Mix Concrete, Inc., stating that Columbia-West Materials & Constructors, Inc., (subcontractor) owes them $66,019.75 plus interest for labor, equipment and materials.

From the description given, this appears to be in connection with the Gibbons and Reed Company Contract No. 8273, Chemawa Road-Hayesville Interchange Section in Marion County.

The Travelers Indemnity Company furnished the performance bond on this contract. We will advise them of the receipt of this claim. Your letter indicates that you have also filed this claim with the Secretary of State.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Read
COMMISSION SERVICES

CWH:sr

cc The Travelers Indemnity Company
Srrety Department
707 S.W. Washington St.
Portland, OR 97205

Gibbons and Reed Company
P. O. Box 13388
Portland, OR 97213

JOHN L. LUVAAS
RALPH F. COBB
JOE B. RICHARDS
ROBERT H. FRASER
PAUL D. CLAYTON
DOUGLAS L. McCOOL
DAVID L. SHAW
DENNIS W. PERCELL

LUVAAS, COBB, RICHARDS & FRASER
ATTORNEYS AT LAW
P. O. BOX 10747
777 HIGH STREET
EUGENE, OREGON 97401

TELEPHONE
484-9292
AREA CODE
503

December 20, 1976

Mr. Cecil Head, Manager
Administrative Services
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

RE: Notice of Claim for Filing Brought by R. C. Parsons & Son REady Mix Concrete, Inc.
Surety Company: Travelers Indemnity Company
Contractor: Gibbons and Reed Company
Job: Chemewa Road, Hayesville Interchange, Pacific Highway East, Marion County, Oregon. Job No. 8273

Dear Mr. Head:

This letter is being directed to you as Officer in Charge of the construction project generally referred to as the Chemewa Road, Hayesville Interchange, Pacific HIghway East, Marion County, Oregon and more specifically State Highway Number 8273. If for some reason you are not the Officer in Charge within the meaning of ORS 279.528, it would be appreciated if you would forward this to the appropriate officer and advise me of the same.

A duplicate copy of the enclosed is being sent to the Secretary of State this date for filing, pursuant to the above referenced statute.

In the event that I do not hear from you to the contrary, I will then assume that you are the appropriate person and that you are a proper officer in charge of the contract.

Thank you for your courtesy and cooperation.

Very truly yours,

ROBERT H. FRASER
RHF:vm
Enc. : Notice of Claim

JOHN L. LUVAAS
RALPH F. COBB
JOE B. RICHARDS
ROBERT H. FRASER
PAUL D. CLAYTON
DOUGLAS L. McCOOL
DAVID L. SHAW
DENNIS W. PERCELL

LUVAAS, COBB, RICHARDS & FRASER
ATTORNEYS AT LAW
P. O. BOX 10747
777 HIGH STREET
EUGENE, OREGON 97401

TELEPHONE
484-9292
AREA CODE
503

December 20, 1976

Mr. Clay Meyers
Secretary of State
Salem, Oregon 97310

RE: Notice of Claim for Filing Brought by R. C. Parsons & Son Ready Mix Concrete, Inc.
Surety Company: Travelers Indemnity Company
Contractor: Gibbons and Reed Company
State Highway Job No.: 8273

Dear Mr. Meyers:

This letter is being directed to you pursuant to ORS 279.528, wherein it states:

> "Notice of claim required by ORS 279.526 shall be presented to and filed with the Secretary of State or the clerk or auditor of the public body which let the contract."

Very truly yours,

ROBERT H. FRASER
RHF:vm
Enc.: Notice of Claim

cc: Mr. Cecil Head, Manager
Administrative Services
Highway Division
Department of Transportation
Salem, Oregon 97310

DECEMBER 20, 1976

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

TO: Cecil Head, Manager
Administrative Services
Highway Division
c/o Department of Transportation
Highway Building
Salem, Oregon 97310

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

TO: Secretary of State
State Capital Building
Salem, Oregon 97310

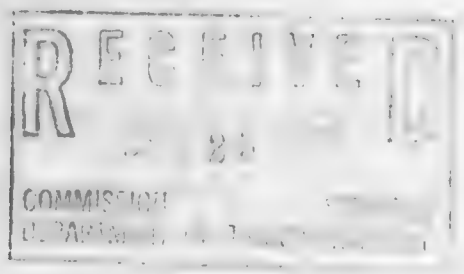
Attention: Public Records Clerk

Contract: Chemewa Road, Hayesville Interchange, Pacific Highway East, Marion County, Oregon
Contract No.: 8273

Contractor: Gibbons and Reed Company
P.O. Box 13388
Portland, Oregon 97213

NOTICE IS HEREBY GIVEN that the undersigned, President of R. C. Parsons & Son Ready Mix Concrete, Inc., acting within the scope of his authority and by and through and on behalf of said corporation, has a claim for labor, equipment and materials furnished for use in the construction of the above highway improvement project at the special instance and request of Columbia-West Materials & Constructors, Inc., a subcontractor of Gibbons and Reed Company in the sum of $66,019.75, against the bond of Gibbons and Reed Company, P. O. Box 13388, Portland, Oregon 97213 as principal and Travelers Indemnity Company (Portland Office) Surety Department, 707 S.W. Washington Street, Portland, Oregon 97205, (Home Office) Fidelity & Surety Department, 700 Main Street, Hartford, Connecticut 06018, bond number supplied for this job is 927-A 76-52, for the work described in the contract hereinabove.

Therefore, R. C. Parsons & Son Ready Mix Concrete, Inc., hereby files a Notice of Claim in the amount of $66,019.75, together with interest thereon against said Gibbons and Reed Company, the principal contractors and against Travelers Indemnity Company, on the surety bond provided for said project, and pursuant to the statutes of the state of Oregon as set forth in ORS 279.526 et seq.



R. C. PARSONS & SON READY MIX CONCRETE, INC.,
an Oregon corporation

By F. C. Parsons
F. C. Parsons, Its President

STATE OF OREGON)
) ss.
County of Lane)

On this 20th day of December, 1976, personally appeared F. C. Parsons, who being duly sworn, did say that he is the President of R. C. Parsons & Son Ready Mix Concrete, Inc., an Oregon corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporatin and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and he acknowledged said instrument to be its voluntary act and deed.

Before me:

Notary Public for Oregon
My Commission Expires: 4-15-80

cc: Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, Oregon 97205

Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticutt 06108

Gibbons and Reed Company
P. O. Box 13388
Portland, Oregon 97213

Columbia-West Materials & Constructors
P. O. Box 488
Longview, Washington 98632

Columbia-West Materials & Constructors
7881 N. W. St. Helens Road
Portland, Oregon 97229

RECEIVED

1-5

Salem, Oregon
December 14, 1976

A. D. Olson
Preliminary Design Engineer

C. O. Fredrickson
Region 2 Engineer

Chemawa Road-Hayesville Interchange
Pacific Highway
Marion County

Some time ago we sent you the preliminary striping plans on the subject section for comments. To date none have been received, but in talking with the resident engineer on the job we learned of a change on the taper at Hazel Green Road and on our own revised the left turn lane at Lancaster Drive.

Attached are two prints of the revised plan on which we invite comments.

DNS:az
cc: Rick Kuehn, w/ 1 print

8273

ROBERT W. STRAUB
GOVERNOR

PUBLIC CONTRACT REVIEW BOARD

100 STATE OFFICE BUILDING • SALEM, OREGON • 97310 • Phone 378-4256

October 6, 1976

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Enclosed are copies of two Certificates of Adoption of Temporary Rules exempting the Department of Transportation from the 10 percent limitation of OAR 10.150(b) on the following projects:

Contract No. 8273
Chemawa Road-Hayesville
Drainage Revision Amendment,

Contract No. 8330
Project Extension Amendment
Hayes Hill-California State Line.

Sincerely,

Anna McNeil

Anna McNeil
Administrative Assistant

am
Enclosures 2

NOTED
E. S. HUNTER

cc Kenny
Rubin
Thoo
Jacobsen
Shirley
10-8-76

RECEIVED
HWY ENGR
OCT 7 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

BEFORE THE PUBLIC CONTRACT REVIEW BOARD

OF THE STATE OF OREGON

In the matter of Oregon Department of Transportation for contract amendment for Chemawa Road-Hayesville Highway Project, Contract No. 8273	)))))	CERTIFICATE OF ADOPTION OF TEMPORARY RULE

The Board having found that an exemption from the requirements of competitive bidding on behalf of the Oregon Department of Transportation on a change order over the 10 percent limitation as set forth in OAR 10.150(b) for Contract No. 8273, Chemawa Road-Hayesville Highway Project, Drainage Revision Amendment, will not encourage favoritism in the awarding of public contracts or substantially diminish competition for public contracts and that the award of contracts pursuant to the exemption will result in substantial cost savings to the Department of Transportation. The Board having further found that the best interest of the Oregon Department of Transportation and the public will be served by the adoption of the exemption as a Temporary Rule, the Board hereby adopts the following exemption as a Temporary Rule pursuant to ORS 183.335(5):

> The Oregon Department of Transportation is exempt from the 10 percent limitation of OAR 10.150(b) for the completion of Chemawa Road-Hayesville Highway Project, Drainage Revision Amendment, Contract 8273.

Dated: October 1, 1976.

PUBLIC CONTRACT REVIEW BOARD

Lee Johnson, Chairperson

RECEIVED
STATE HWY ENGR
OCT 7 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Blup

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 13, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

Contract No. 8273
Chemawa Road-Hayesville
Drainage Revision Amendment

In accordance with Rule 10.160, application is hereby made on behalf of the Oregon Department of Transportation for an exemption to add certain additional work under this contract exceeding the 10 percent limitation of Rule 10.150.

1. The subject contract was entered into in August of 1975. The project consists of widening a 1.72-mile section of Pacific Highway East in the northerly part of Salem to provide two additional lanes plus a median lane with new curbs and a new storm drainage system the full length of the project to drain the new wider pavement.

2. The contract amount is $1,438,873.00. Early in the project, but after the contract had been awarded, a review of the design and the present drainage and runoff conditions showed that the capacity of the planned storm drainage system was inadequate. It was necessary to redesign virtually the entire system, resulting in larger pipe sizes, some deeper trench excavation and manholes. The system outlets on each end of the project also had to be extended with pipe to prevent possible damage to adjacent property.

After a lengthy negotiation and review of cost information while the changed work was in progress, agreement was reached with the contractor on a price agreement to cover the entire storm drainage system modification. This price agreement includes some 36 items, 17 of which are merely revised

quantities at bid prices. The remaining 19 items are amendment type changes under your rule definition with a total estimated cost of $331,388.10, or 23 percent of the original contract amount. Other price agreement additions to the contract have been very minor.

3. The additional work is obviously intermingled with the regular contract work, not only for the drainage system but other items on the project which have to be built in a sequence. The drainage system is a key part of the overall project that is not practical to perform by a separate contract. This would have required at least one additional construction season and a prolonged disruption to traffic and inconvenience to properties adjacent to the project, plus an added cost to terminate the existing contract. Cost analysis indicated the negotiated prices were reasonable and there was no likely saving to be achieved by performing the work in any other manner.

4. Because this additional work also involves an overrun of our total project authorization exceeding the allowable 5 percent under our Departmental regulations, additional authorization is being requested from the Transportation Commission. A copy of that request and form summarizing the financial status of the project are attached for your information.

The Federal Highway Administration has approved this added work and is participating in the cost.

The drainage work involved is virtually completed and the overall project is now about 40 percent complete.

We respectfully request your consent to exceed the 10 percent amendment limitation.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachments

bc H. S. Coulter
C. T. Keasey
L. W. Rulien
Vern Skoog
C. O. Fredrickson

JAB:fr ja

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Chemawa Rd.-Hayesville Interchange Date July 22, 1976

Highway Pacific Highway East Contract No. 8273

County Marion Kind of Work Grade, Pave, Signing, Illumination Contractor Gibbons & Reed Co.

	Authorized	Estimated	
Contract Amount	$ 1,438,873.00	$ 1,455,689.00	
Anticipated Items	21,950.00	308,712.32	(Includes work not anticipated originally)
Contingency (4½%)	65,737.04	47,500.00	(on unfinished work only)
Engineering	116,865.84	209,750.00	
Credits	-	(11,031.58 CR)	
PROJECT COST	$ 1,643,425.88	$ 2,010,619.74	

NET INCREASE $ 367,193.86 OR 22.3 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)

Expected Amount | Net Change

(See attached Summary sheets)

Principal reasons for overruns (Continue on reverse side):

(See attached Summary sheets)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by K.D. Wolfe K.D. Wolfe Resident Engineer

Confirmed by Harold Kamet Regional Engineer

Noted by Construction or Bridge Engineer

Noted by Deputy or State Highway Engineer

EXPECTED OVERRUN OF PROJECT AUTHORIZATION
Supplementary Sheets
Chemawa Rd.-Hayesville Intchge.
Pacific Highway East
Contract No. 8273

			Expected Amount	Net Change
	Sanitary Sewer Line (City of Salem)	(U)	-	+$5,258.84
	Lump Sum Payment - Overhaul	(U)	-	+ 39.00
	Furnish Unpainted Sign Posts	(U)	-	- 99.50
	Revise Drainage System	(U)	-	+236,667.50
	Modify Caution Sign Structure	(U)	-	-
	Wrought Iron Manhole Steps	(U)	-	-
	Surfacing Design Change	(U)	-	- 106.39
	Revise Illumination System	(U)	-	- 5,433.85
	Revise Stage Construction Plan	(U)	-	+ 4,037.41
		SUBTOTAL		+$240,363.01
	On-The-Job Training	(A)	3,200	-
	"SP" Line Fencing	(U)	-	+$1,045.00
	Sanitary Sewer Drain Tiles	(A)	1,000	+ 2,500.00
	R/W Fence Rt. 373-375	(A)	400	+ 346.21
	Obliterate Traffic Striping	(U)	-	+ 4,570.00
	Pavement Patching & Inlet Revisions	(U)	-	+ 1,935.00
	Stage Construction Signal Revision	(U)	-	+ 375.00
		SUBTOTAL		+$10,771.21
	Reimburse PGE for Chemawa Revision	(A)	1,500	+ 2,466.31
	Stage Construction Striping (Temporary)	(A)	2,000	+ 545.00
	Credit for Sanitary Sewer (City of Salem)	(U)	-	- 5,391.84
	Reimburse Gas Co. - 4" Gas Line	(U)	-	+ 2,764.03
	Reimburse Gas Co. - Regulator	(A)	3,000	+ 5,523.02
	Bikeway Signs	(A)	1,250	- 350.00
	Bikeway Striping & Stenciling	(A)	1,200	- 200.00
		SUBTOTAL		+$5,356.02

ANTICIPATED OR UN-ANTICIPATED ITEMS NOT YET AUTHORIZED

	State Furnished Illumination Pole	(U)	-	+ 1,000.00
	Frontage Road Curb Separator	(U)	-	+ 2,300.00
	Permanent Striping	(A)	2,500	-
	Continuous Rail Traffic Barrier	(U)	-	+ 3,200.00
	Additional Temporary Signing	(U)	-	+ 500.00
	Additional Permanent Signing	(U)	-	+ 850.00
	Additional Drainage Across Peat Bog	(U)	-	+ 7,000.00
	Hazel Green Rd.-Chemawa Rd. Stage Detour	(U)	-	+ 5,000.00
	Overlay - Chemawa Rd.	(U)	-	+ 5,290.00
		SUBTOTAL		+$25,140.00
	Temporary Signs	(C)	4,550	+ 1,246.00
0	General Excavation	(C)	94,864	+12,936.00
6	Aggregate Shoulders	(C)	8,540	+ 1,610.00
6	Type "U" Signs in Place	(C)	162	+ 162.00
		SUBTOTAL		+$15,954.0

		Expected Amount	Net Change
Engineering	(A)	116,865.84	+$92,884.1(

NOTE: Increases or decreases for most of the contract bid items are accomplished through the medium of the force orders and are not specifically noted above except that the "net change" for the specific order reflects all of the increases and/or decreases.

SUMMARY OF ESTIMATED AMOUNTS FOR FORCE ORDERS

PA's	EWO's	SFO's	ANTICIPATED BUT NOT AUTHORIZED
$ 5,258.40	$ 3,200.00	$ 3,966.31	$ 1,000.00
39.00	1,045.00	2,545.00	2,300.00
- 99.50 (credit)	3,500.00	-5,391.84 (credit)	2,500.00
236,667.50	746.21	2,764.03	3,200.00
-	4,570.00	8,523.02	500.00
-	1,935.00	900.00	850.00
- 106.39 (credit)	375.00	1,000.00	7,000.00
- 5,433.85 (credit)			5,000.00
4,037.41			5,290.00
$246,002.75	$15,371.21	$ 19,698.36	$27,640.00

PRINCIPAL REASONS FOR OVERRUNS

PA #1 - Sanitary Sewer Service Lines Reconstruction - Unanticipated conflict with trunk line of storm sewer system and city sanitary sewer required reconstruction of six service lines. This cost was later recovered from the city through SFO #3.

PA #4 - Revise Drainage System - It was discovered at the beginning of staking of the drainage that the total drainage system under the contract plan was inadequate. The drainage on the project is divided into two units: one draining south to Claggett Drainage Spur; the other draining north to Labish Ditch, with Kale St. being the drainage break point. The south unit drainage was recomputed and found to generate 28.3 second feet in place of the 12.8 originally designed for. To provide adequte capacity and scour velocities, pipe sizes and gradients on the 1 1/3 mile trunk line were completely upgraded. A similar change was required on the 3/4 mile of trunk line on the north unit. The outlet ends of both units required extending 700' to 1100' to prevent erosion and contamination of developed farmland.

PA #9 - Revise Stage Construction Plan - A contractor requested change to allow more progressive pattern of operation than that afforded by the plans and to provide sufficient excavation materials to continue with stage construction sequence. The contract plans do not provide enough excavation dirt to be able to construct the first stage sequence, even after robbing all available materials from Stage II and the contractor requested that the State share in the cost of shifting the Stage I temp. surfacing from the east side to the west side.

PRINCIPAL REASONS FOR OVERRUN
(Continued)

EWO #2 - Remove & Reinstall R/W Fence - This work was done in conjunction with PA #4 to provide work room for installing the south extension to Claggett Creek.

EWO #3 - Property Drain Tiles, Emergency Sanitary Repairs, & Sanitary Sewer Extensions - No provision in plans for perpetuating existing property drain tiles. Emergency sanitary sewer connections made until city could develop plan and hire contractor to make permanent repairs and relocations. Sanitary Sewer extensions as per plans.

EWO #4 - Furnish & Install Type II Modified Fence - As per R/W agreement $400 in original authorization. Escalation of material and labor costs nearly double original estimate.

EWO #5 - Obliterate Traffic Striping - Proper obliteration of existing striping for the several stages of construction and under current safety requirements creates considerably more expenditure than the $2,000 provided for in the original authorization for "Stage Construction Striping" (See SFO #2)

EWO #6 - Emergency Pavement Patching & Storm Sewer Stub-Out Adjustments - Patching of potholes and break-up in the temporary stage construction surfacing is, by Section 104.05 (C-2), the responsibility of the State and no original authorization provided. Adjustments of stub-outs in inlets and manholes are the result of unforeseen conflicts with utilities.

EWO #7 - Stage Construction Signalization - Shifts in traffic for various stages of construction requires shifting of existing signals at Lancaster Intersection. No provision in original authorization.

SFO #1 - Reimburse PGE for Chemawa Revision - Original estimate for adjustment of facilities did not provide sufficient height for mounting proposed illumination and longer poles had to be installed.

SFO #2 - Stage Construction Striping - Escalation of labor and material costs causing overrun of $2,000 originally authorized.

SFO #4 - Reimburse Gas Company, 4" Gasline - Under the earlier listing, SFO #4 is shown as (U) with an overrun and SFO #5 is listed as (A), also with an overrun. These should be reversed with SFO #4 being an underrun.

SFO #5 - Reimburse Gas Company, Regulator - (See SFO #4) A conflict with an existing water main required relocation of a gas regulator and relief valve assembly. No provision in original authorization.

PROPOSED UNANTICIPATED ITEMS NOT YET AUTHORIZED

#1 - State Furnished Illumination Pole - Original contract plan called for State to furnish 3 illumination poles. An energy saving cut-back in illumination plan reduced this to only one pole. Cost is for labor and materials in re-furbishing a used pole. No original authorization.

PRINCIPAL REASONS FOR OVERRUN
PROPOSED UNANTICIPATED ITEMS NOT YET AUTHORIZED

#2 - Frontage Road Curb Separator - To help clean up a potentially hazardous traffic problem north of Chemawa Road on existing abandoned highway surfacing abutting several businesses, an extruded curb is proposed to separate the highway from the "frontage road."

#4 - Continuous Rail Traffic Barrier - It is anticipated that approximately 300' of barrier will be needed to properly control traffic during stage construction and detouring in the Chemawa Road intersection area (See No. 8)

#5 - Additional Temp. Signing - Required in conjunction with detours anticipated at Chemawa Road and in the Hayesville Drive-Ibis St. area. This should have been included in the BI #4 category.

#6 - Additional Permanent Signing - "Emergency Parking Only" signs are needed to restrict parking in the bike path area. These were not anticipated in the original contract signing.

#7 - Additional Drainage Across Peat Bog - No provision in contract to provide for drainage north of Chemawa Road on west side between existing highway and future roadbed and surcharge area.

#8 - Hazel Green Road-Chemawa Road Stage Detour - No provision in contract for handling x-traffic during stage construction with 6'± grade differential between stages on mainline.

#9 - Overlay, Chemawa Road - Price agreement No. 4 created construction of a storm sewer line parallel to and on the north edge of pavement along Chemawa Road for a distance of 700'±. Heavy loading from construction equipment caused considerable pavement break-up and a minor overlay is planned for restoration.

BI #4 - Temporary Signs - Adequate signing during storm sewer construction required additional signing from that originally in plans.

BI #10- General Excavation - Field IBM x-sections indicate a general quantity increase throughout project.

BI #16- Aggregate Shoulders - Office computations indicate increase, probably because of alternate curb bedding to be used.

BI #66- Type "U" Signs in Place - Street Intersection signs were computed on location estimate for single instead of double-sided signs.

PRINCIPAL REASONS FOR OVERRUNS
(Continued)

Engineering - Numerous revisions that have had to have been made in the project plans since the letting of the contract have caused the bulk of the additional engineering charges. The single major cause has been the revision of the entire drainage system. Considerable field work was expended in gathering information and several months of office work followed in research and redesign. Virtually all of the nearly 1/2 million dollars of drainage work was then constructed and documented on a force account basis as we were unable to reach an early agreement with a price agreement. The 34 authorized or proposed force orders have, in themselves, created a great amount of additional field and office engineering. It was discovered at the start of staking that the IBM and plan grades were not reliable and to be certain the proposed overlay would fit, we were forced to re-profile the existing pavement and compute new grades. When work on the project commenced last fall, the contractor worked unusually long hours every day on drainage and required constant inspection because of the type of work (storm drain trunk line on exceptionally flat critical grade). On many occasions, the contractor unexpectedly worked 14 to 16 hour shifts with one crew. This caused heavy engineering overtime expenditures.

Many less major problems have added their toll to the engineering costs, such as : K-Mart drainage dispute; research and design for badly needed frontage road traffic conjection problem on north end of project; lack of earthwork excavation materials to construct the staging sequence, as shown on plans; the sudden lime shortage, causing additional research and testing for cement as a substitute; the unusually wet spring (through mid-July) causing delays, added staking and inspection, etc.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 9, 1976

FILE: CON 5 #8273

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Chemawa Road-Hayesville Int.
Contract No. 8273
Request for Increase in Authorization

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith form E-372 showing an expected 22.3 percent overrun now apparent on this project. Gibbons & Reed Company is the contractor and the work is about 40 percent completed.

The project consists of widening a 1.72 mile section to provide two additional lanes plus a median lane. It requires construction of new curb through most of the length and with a storm drainage system the full length.

Early in the project, it was discovered that the capacity of the planned storm drainage system was inadequate. Virtually the entire system was redesigned, resulting in larger pipe sizes and some deeper trench excavation. The system outlet on the south end was changed from 30 inch to 36 inch pipe and the pipe had to be extended some 1100 feet to a suitable outlet at Claggett Creek. Original bid prices were retained wherever possible, but a net additional cost of the redesigned system was over $236,000. This one item with the normal engineering percentage added amounts to 69 percent of this overrun request. Additional engineering overrun amounts to about $74,000, or 20 percent of the overrun request. You will note from the discussion of the engineering overrun attached to the form that the engineering caused by the drainage design change probably greatly exceeds the normal 8 percent markup, which I have used in the above comparisons. The redesign and the documentation of the construction activity and collection of material for a prolonged negotiation with the contractor are in addition to normal construction engineering charges to actually perform the work.

This is a primary federal aid project and the additional work is all participating. This overrun request includes a future contingency item of $47,500 (4½ percent of the remaining 60 percent of the work yet to be performed).

A rough draft letter to the Transportation Commission requesting an increase of $367,193.86 to a new total project authorization of $2,010,619.74 is attached; also a draft to Public Contract Review Board.

JAB:fr
Att.
cc: Robert Church

RECEIVED STATE HWY ENGR
AUG 11 '76
FOR REFER TO
Info
Inves
R/D
D/R
Sign
Act
File

8273

July 28, 1976

Traffic Signal Request, Chemawa Road
Intersection, Pacific Highway East

See: ~~TRA-7-6~~ 8525

1E

Salem, Oregon
May 11, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

K. D. Wolfe
Resident Engineer

Chemawa Rd.-Hayesville Int.
Pacific Highway East
Marion County
Contract No. 8273

We are returning to you the items described below which were submitted to this office for approval. Approval is given, subject to Section 105.02 of the Standard Specifications for Highway Construction, pending appropriate revision or correction where noted.

DRAWING NO.	DATE	QUAN.	DESCRIPTION
SK 6466-1	4-14-76	4	Standard Grates and Frames

Please forward the accompanying letter to Portland Wire and Iron.

WWR:jh
Attachment

May 10, 1976

Portland Wire & Iron Works
4644 Southeast 17th Avenue
Portland, OR 97202

Dear Sir:

Re: Approval of shop drawings for supplier fabrication of OSHD standard items.

Attached are approved shop drawings for OSHD standard inlet frames and grates for use on OSHD contract no. 8273, Chemawa Road-Hayesville Interchange Section.

It is requested that all evidence of approval of previous submissions for standard OSHD items be removed from your master file copies. This will provide greater assurance to you, as well as this office, that future duplicated submissions will be carefully checked against the current standard for revisions as well as accuracy. Initialled approval stamps with appropriate notation will be placed on the back side of each shop drawing submitted in the future, including the file copy retained by this office.

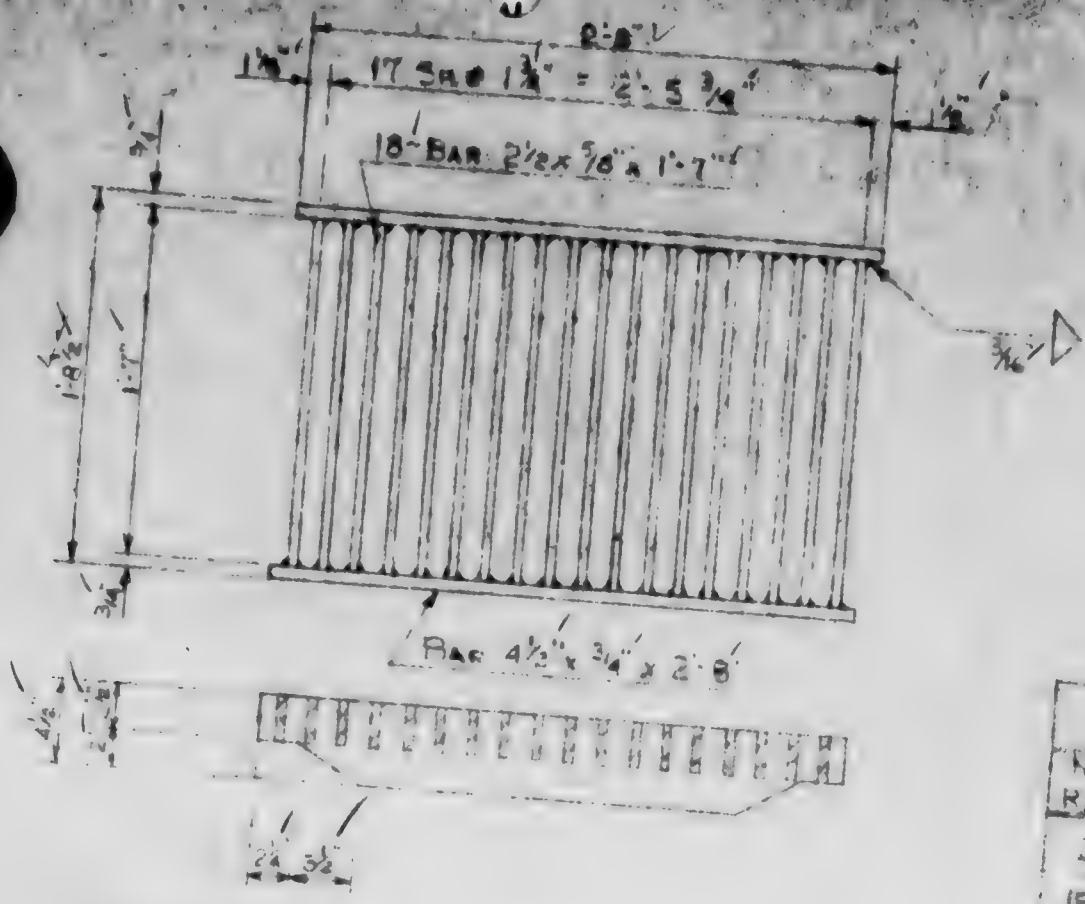
Thank you for your co-operation in this matter.

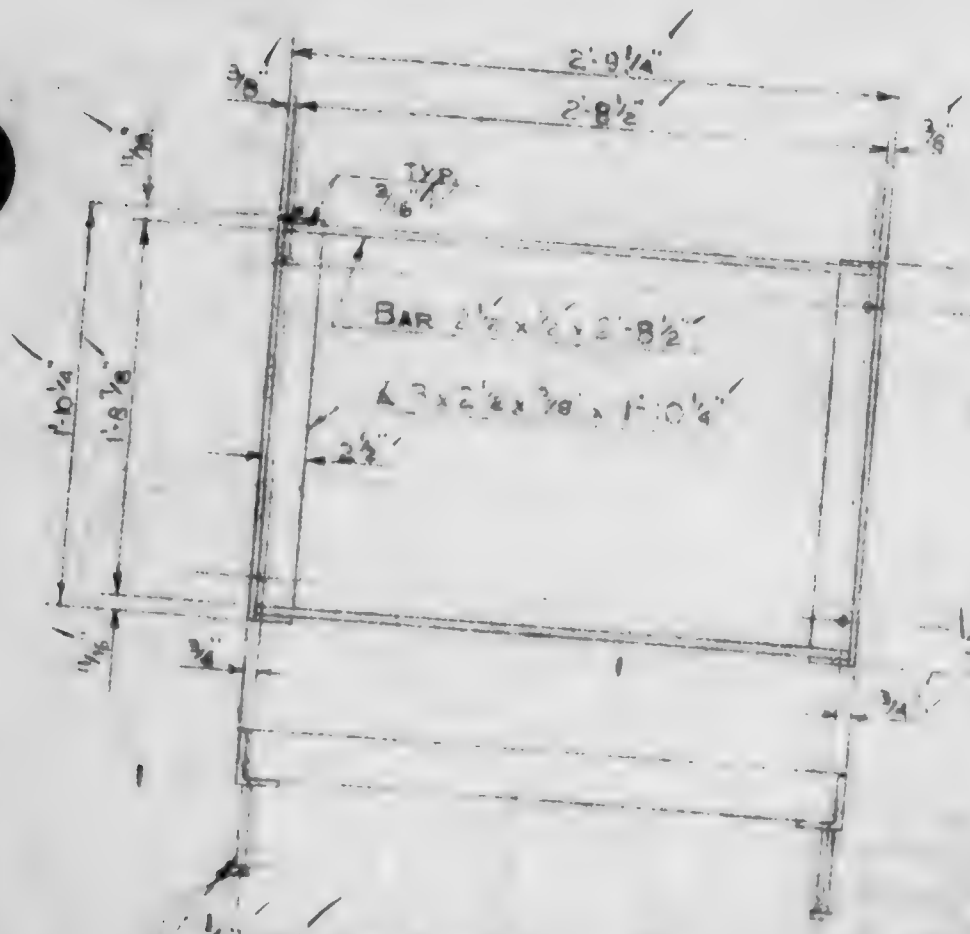
Very truly yours,

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

MR:az

bc: Ken Wolfe w/attachment





RECEIVED
APR 29 1976
RESIDENT ENGINEER

BILL OF MATERIAL
ONE GRATE & ONE FRAME

No Req.	Section	Length Ft.	Length In.
2	BAR 4½ x ¾"	2	8
1	BAR 2½" x ⅜"	1	7
2	BAR 2½ x ½"	2	5½
2	L 3" x 2½ x ⅜"	1	10¼
4	½" TYPE CA ANCHOR	0	5

SPECIAL

TYPES CG-1, CG-1A, & CG-1
STATE HIGHWAY ROADWAY DRAWINGS
OREGON STATE STANDARD
DWG. NO. 2105

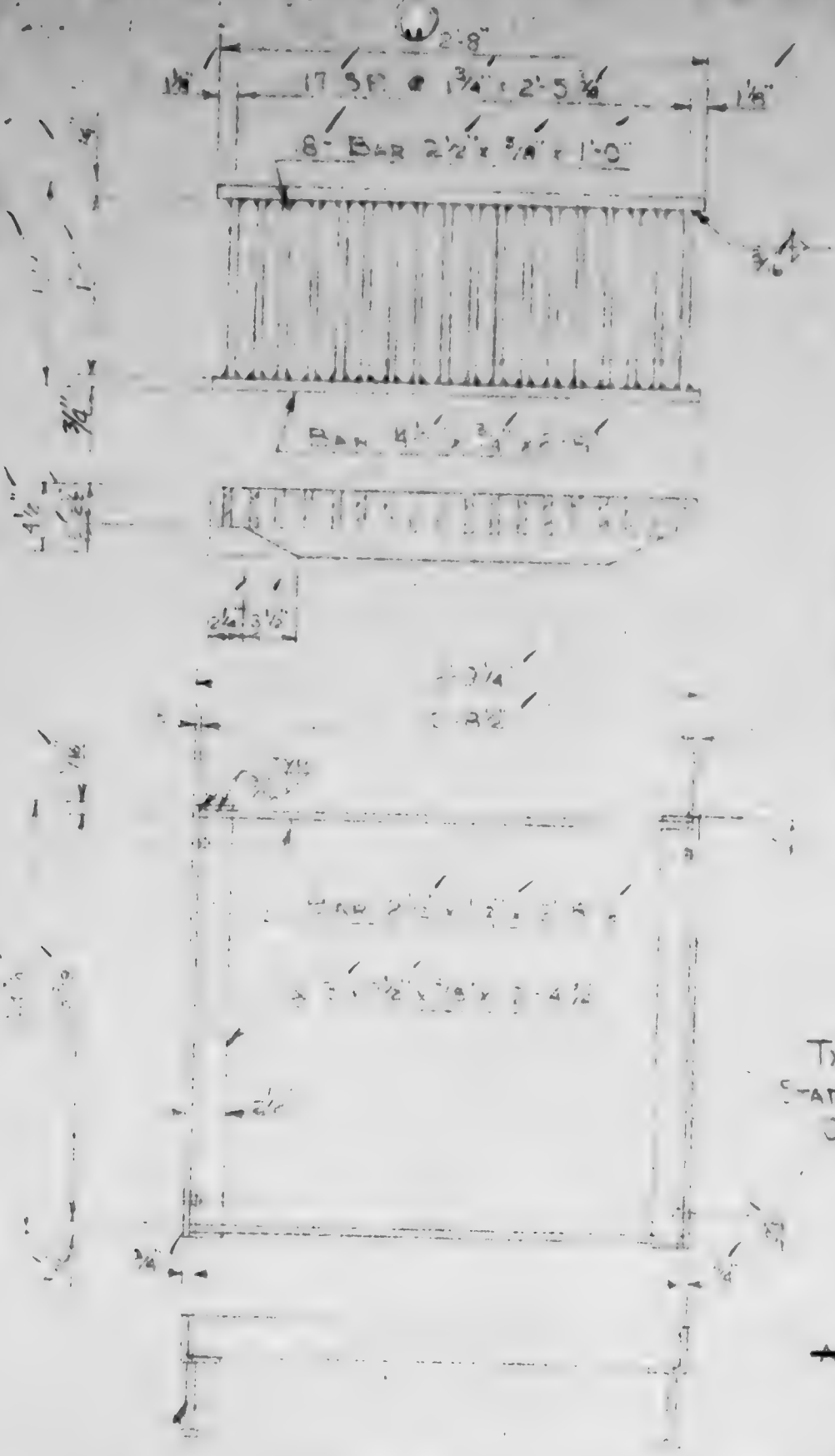
WELDING BY: MIG PROCESS, CO2
GAS w/ HOBART .28 WIRE

~~APPROVED BY O.S.H.D. 1966~~
~~INITIAL D.O.C.~~

ALL WELDING TO CONFORM TO THE
STANDARD SPECIFICATIONS FOR
HIGHWAY CONSTRUCTION

MARK 67 GRATES AS SHOWN 210#
MARK 67 FRAMES AS SHOWN 47#
O.S.H.D. CONT. NO 8273

SPECIAL INLET GRATE & FRAME	
JOB Chemawa Rd To Hwy 99E Interchange	
Gibbons & Reed	
[illegible]	
OF HAGER	4-19-76
O.D. G-5466	S.D. G-5466
PAINT NONE	SK5466-1



RECEIVED
APR 29 1976
RESIDENT ENGINEER

BILL OF MATERIAL
ONE GRATE & ONE FRAME

No REQ	DESCRIPTION	LENGTH FT.	LENGTH IN.
2	BAR 4½" x ¾"	2	8
18	BAR 2½" x ⅜"	1	0
2	BAR 2½" x ½"	2	8½
2	[illegible]	2	4¾
4	½" TYPE "A" ANCHOR		

SPECIAL

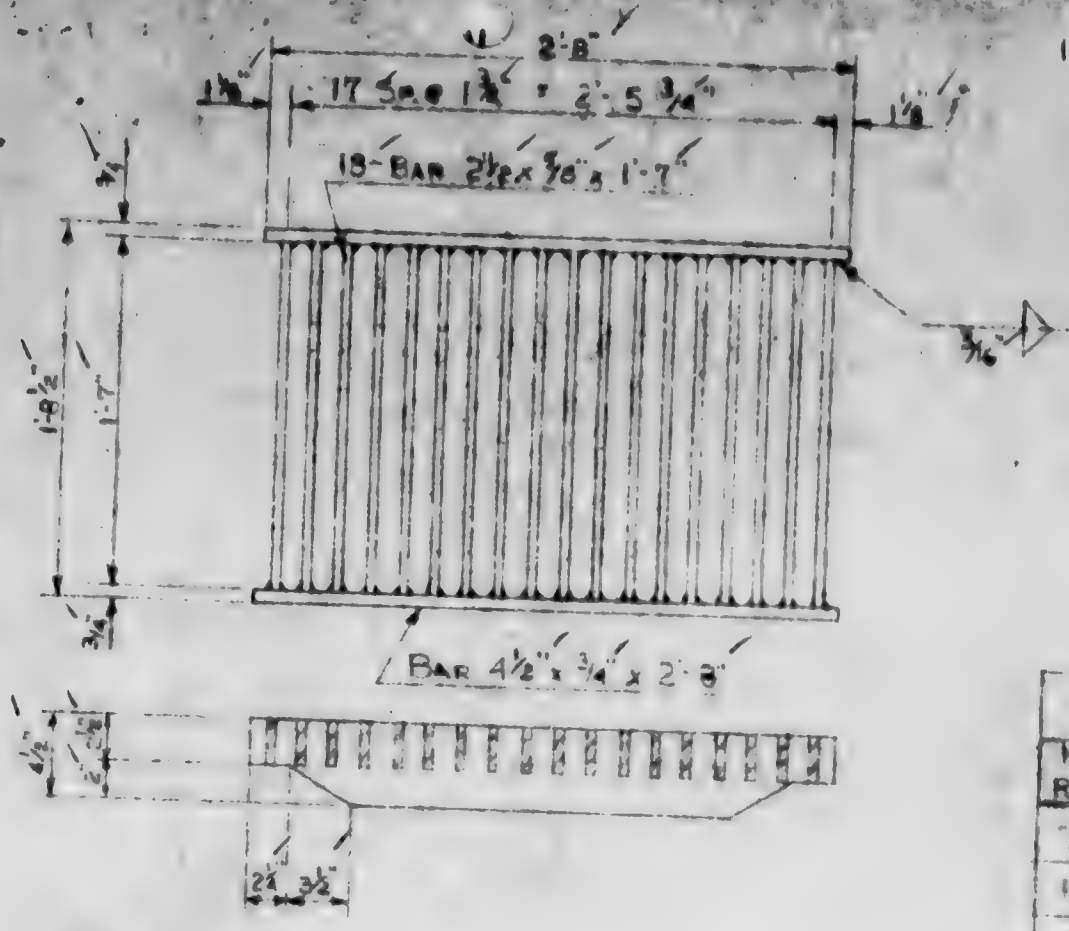
TYPES G-2M & G-2M-A
STATE HIGHWAY ROADWAY DRAINS
OREGON STATE STANDARD
DWG NO 2105

~~APPROVED BY O.S.H.D. 1-5-68~~
~~INITIALED BY D.B.C.~~

MAKE 6 GRATES AS SHOWN
MAKE 3 FRAMES AS SHOWN

O.S.H.D. CONT NO: 8273

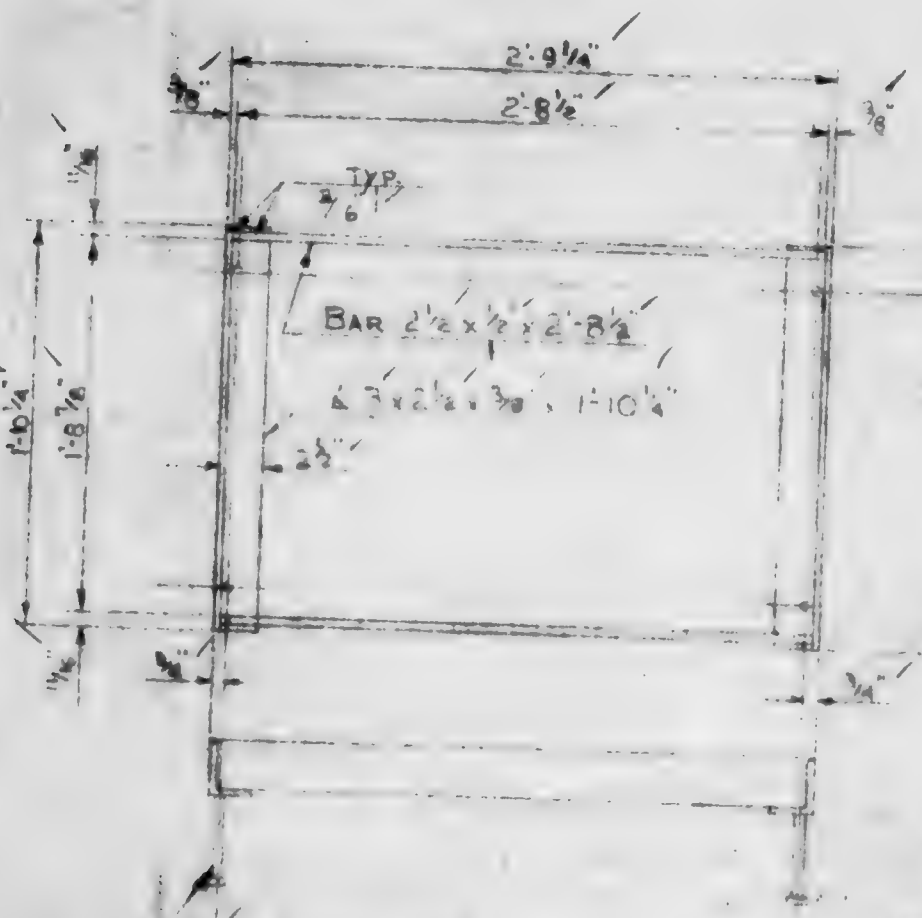
[illegible] SPECIAL INLET GRATE & FRAME	
[illegible] ~~Chief Engineer~~ Road Transportation Director	
[illegible] S. Floyd & Reed	
PUBLIC WORKS	
[illegible] M.B. Brown	4-14-76
G.O. G 5466	S.P. G-5466-1
PAINT None None	SK-5466-2



RECEIVED
APR 29 1976
RESIDENT ENGINEER

BILL OF MATERIAL
ONE GRATE & ONE FRAME

No Req.	Section	Length Ft.	Length In.
2	Bar 4½"x ¾"	2	8
18	Bar 2½"x ⅜"	1	7
2	Bar 2½"x ½"	2	8½
2	∠ 3"x 2½"x ⅜"	1	10¼
4	½" Type "CA" Anchor	0	6



SPECIAL

Types G-1, 30MA, 60MA
State Highway Roadway Drains
Oregon State Standard
Dwg. No. 2105

Welding By: Mid Pacific Co.
Conf. w/ Hobart "28 W.P.S.

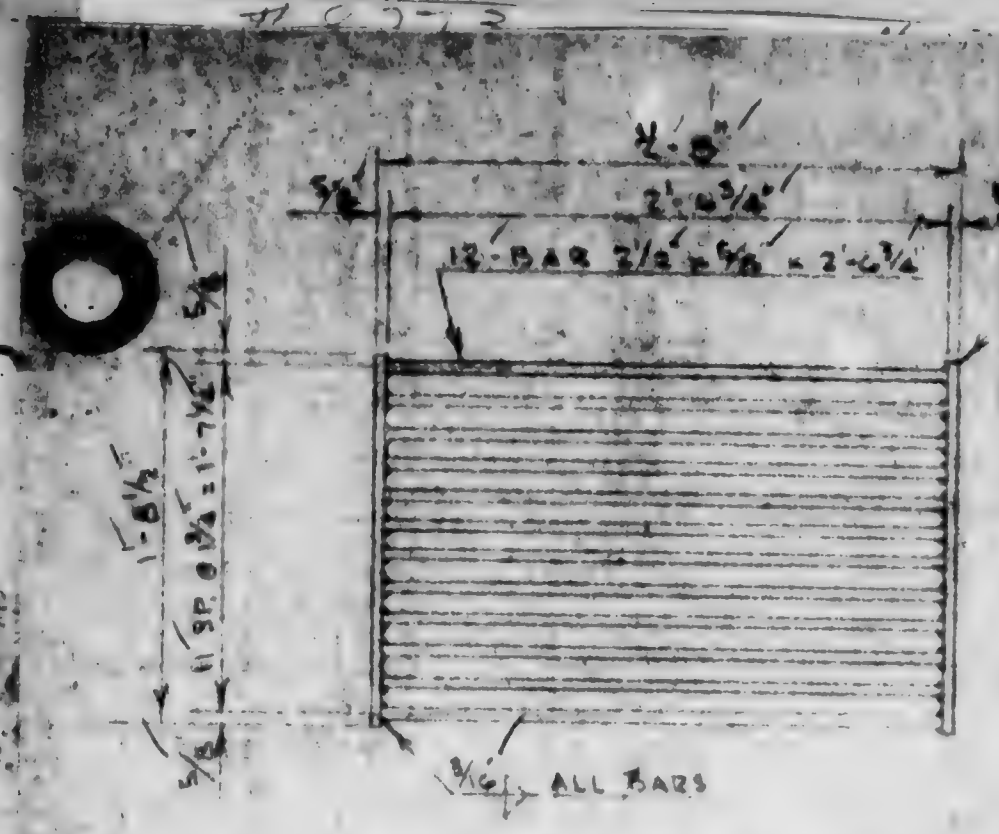
~~Approved By, O.S.H.D. Insp.~~
~~Initials: D.B.G.~~

All welding to conform to
Standard Specifications for
Highway Construction

Make 2 Grates As Shown 210#
Make 2 Frames As Shown 47#

O.S.H.D. Cont. No 8273

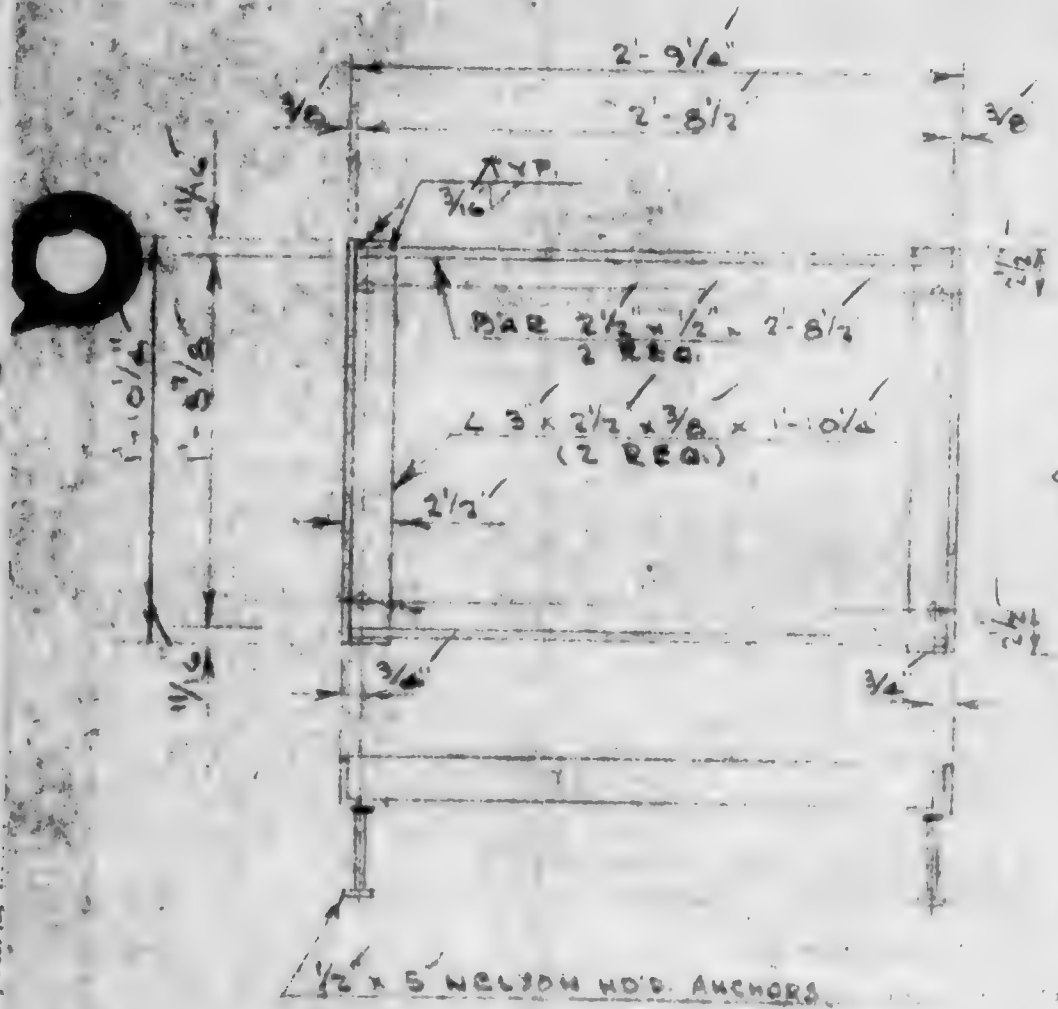
Title	Special Inlet Grate & Frame
Loc.	Chemawa Rd. To Keizer Interchange
Des.	Gibbons & Reed
Det.	Portland Mfg. & Machine Works
Chk. of Hagar	4-14-76
S.O. G5466	Sh. G5466-1
Page No.	None
	Sk-5466-3



BAR 2 1/2 x 5/8 x 1'-8 1/4
BOTH ENDS

MAKE 2 GRATE THUS

BILL OF MATERIAL ONE GRATE & ONE FRAME			
NO. REQ.	SECTION	LENGTH FT.	LENGTH IN.
2	BAR 2 1/2 x 5/8	1	8 1/2
13	" "	2	6 3/4
4	2 1/2 x 1/2	2	8 1/2
2	∠ 3 x 2 1/2 x 3/8	1	10 1/4
4	1/2 NELSON STUD ANCHORS	0	5



MAKE 2 FRAME THUS

OSHO Cont. # 8273

GRATE 181 #
FRAME 47 #

TYPES G-1, [illegible]
STATE HIGHWAY ROADWAY DRAINS
OREGON STATE STANDARD
DWG. NO. 2105

WELDING BY: MIG Pedestal Dbl Gas
w/ Hobart .045 Wire

ALL WELDING TO CONFORM TO THE
[illegible] SPECIFICATIONS FOR
HIGHWAY CONSTRUCTION

STANDARD INLET GRATE & FRAME	
Chemawa Road To Hayesville Intersection	
Gibbons & Reed	
PORTLAND WIRE & IRON WORKS	
DR. BY M.B. Brown	DATE 4-14-76
G 5466	SH. G-5466-1
PART NAME	Sk-5466-4

RECEIVED
APR 29 1976
RESIDENT. ENGINEER

#8273 4-13-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 19(6)

STATE PROJECT NO. Chemawa Rd-Hayesville Sect.

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. FF-1

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '76
REFER TO
FOR
Info | Inves | R/D | D. R. | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-2-76	Primary Route 3	Pacific Hwy East Rt 1E

GENERAL LOCATION:

SR 99E - Jct I-5 (Hayesville Interchange) North 1.5 miles

GENERAL DESCRIPTION OF WORK:

Bikeway striping and stencil

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 2, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 7 in the estimated amount of $1,200 - Federal Funds $936.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-13-76	G. K. Hassner for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Bridge.

SP**70402-714

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 24-1098

Salem, Oregon

March 22, 1976

K.D. Wolfe

FROM: K.D. Wolfe
RESIDENT ENGINEER

TO: R.W. Ellison
BRIDGE ADM. ENGINEER

SUBJECT: Chemawa Rd.-Hayesville Inter.
Pacific Highway East
Marion County
Contract No. 8273

Herewith transmitted are 6 copies each of shop drawings for CG-1 and G-2MA grates and frames.

Please check and return to this office for distribution.

Verstoeg
Olson
Christensen
Scott
Swenson
Anderson
Trout

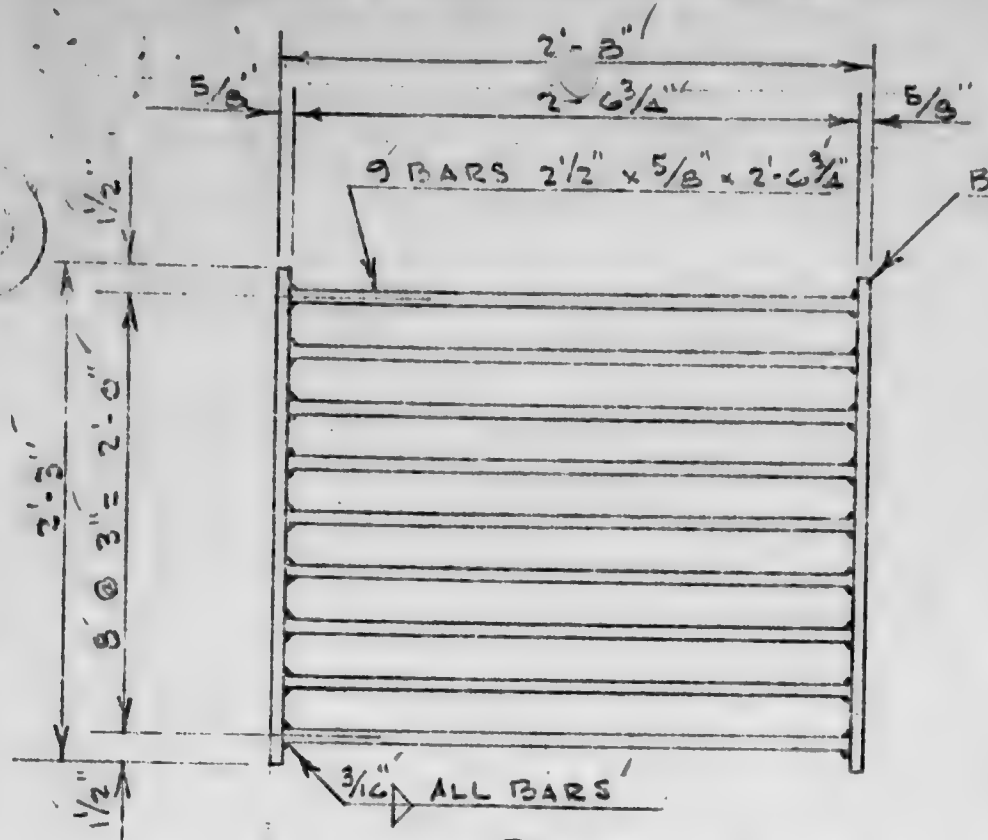
RECEIVED
MAR 25 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☑
Return To
Bring Up ___/___/___
Other

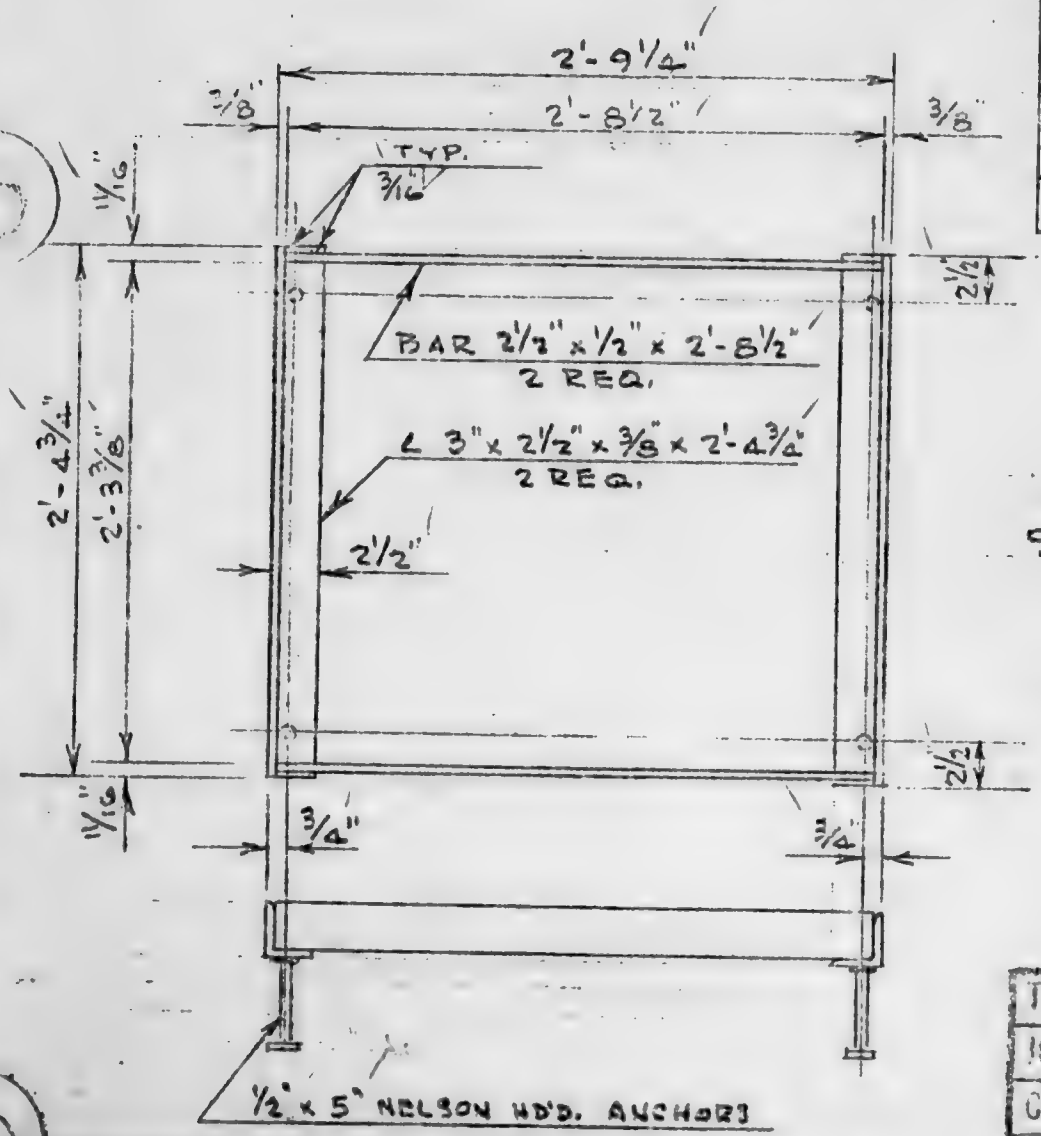
REFERRED TO

Beard ✓ Reed MR
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
MAR 24 1976
BRIDGE SECTION



MAKE 3 GRATE THUS



MAKE 3 FRAME THUS

OSHD Contract NO 8273

GRATE 147 ±

FRAME 55 ±

APPROVED WITHOUT CHANGE

APPROVED AS NOTED

RETURNED FOR CORRECTION

MAR 26 1976

OREGON STATE HIGHWAY DIVISION

Subject to Section 105.02 of the Standard Specifications for Highway Construction

BY Doe

BILL OF MATERIAL
ONE GRATE & ONE FRAME

NO. REQ	SECTION	LENGTH FT.	LENGTH IN.
2	BAR 2 1/2" x 5/8"	2'	3"
9	" " "	2'	6 3/4"
2	BAR 2 1/2" x 1/2"	2'	8 1/2"
2	L 3" x 2 1/2" x 3/8"	2'	4 3/4"
4	1/2" NELSON HD'D. ANCHORS	0	5"

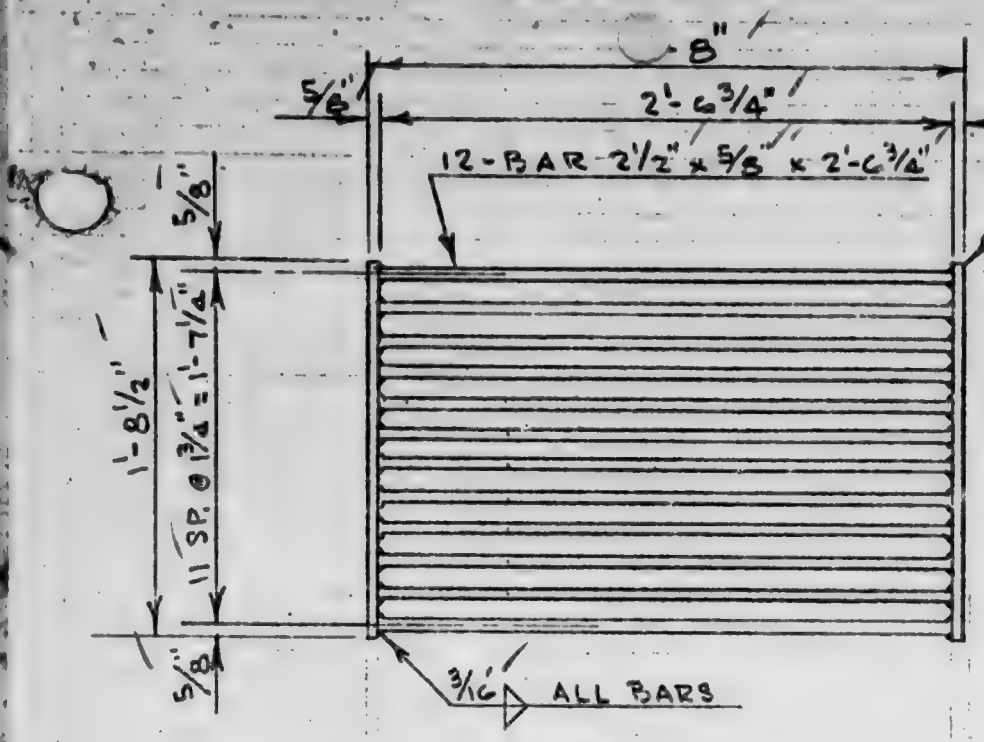
TYPE D, G-2MA & G2M
STATE HIGHWAY ROADWAY DRAIN
OREGON STATE STANDARD
DWG. NO. 2105

WELDING BY: MIG PROCESS CO_2 GAS -63
w/ HOBART = 28 WIRE

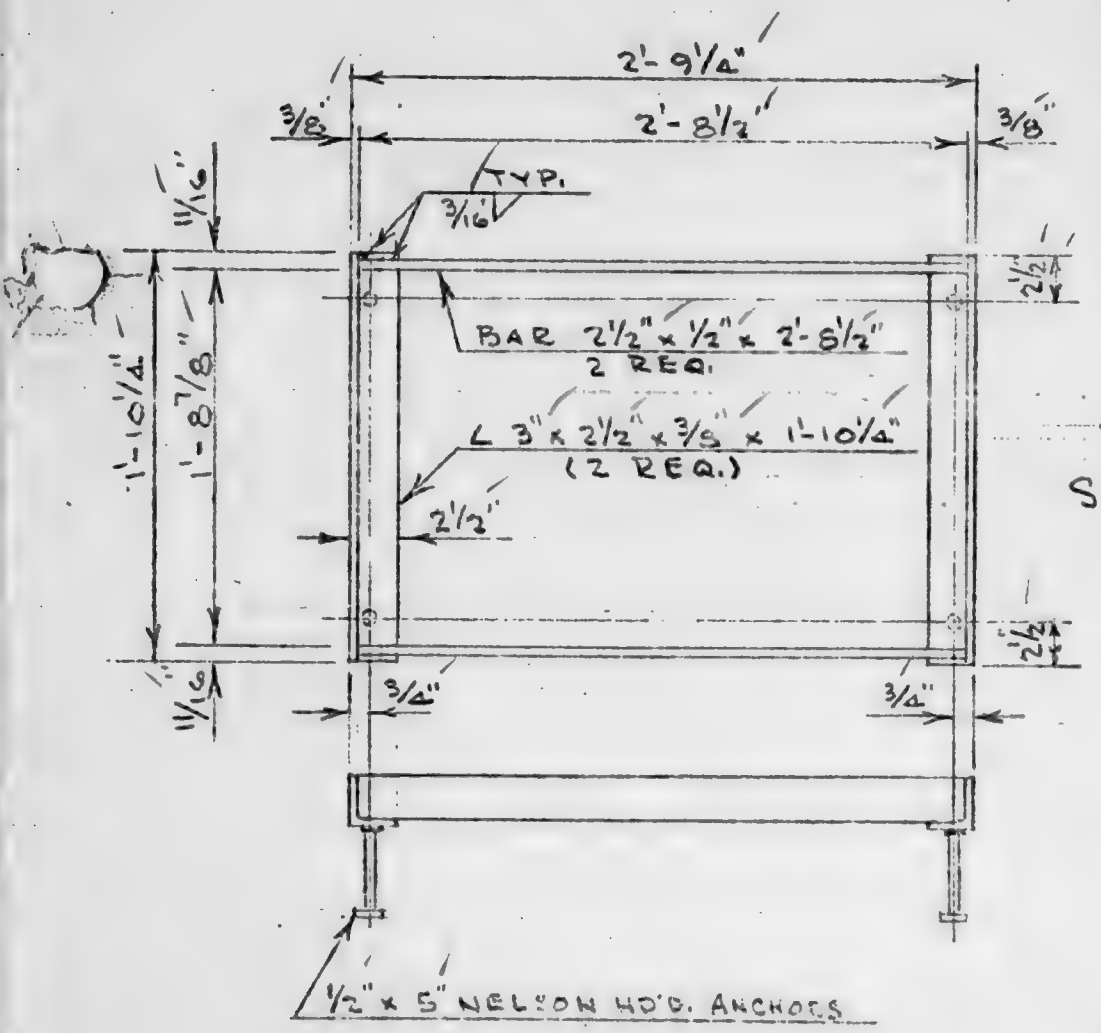
APPROVED BY O.S.H.D. 8-6-63
INITIALED: J.L.G.

ALL WELDING TO CONFORM TO THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION

TITLE STANDARD INLET GRATE & FRAME	
JOB Chemawa Heysville Interchge	
CONTRACTOR Gibbons & Reed	
PORTLAND WIRE & IRON WORKS	
DR. BY M.B. Brown	DATE 3-12-76
GO G-5466	SO G-5466-1
PAINT NONE	SK 5466-2



MAKE 66 GRATE THUS



MAKE 66 FRAME THUS

O.S.H.D. Contract No. 8273

GRATE 181 #
FRAME 47 #

APPROVED WITHOUT CHANGE
APPROVED AS NOTED
RETURNED FOR CORRECTION

MAR 26 1976

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY Dor

BILL OF MATERIAL
ONE GRATE & ONE FRAME

NO. REQ	SECTION	LENGTH FT.	LENGTH IN.
2	BAR 2 1/2" x 5/8"	1	8 1/2
12	" " "	2	6 3/4
2	" 2 1/2" x 1/2"	2	8 1/2
2	L 3" x 2 1/2" x 3/8"	1	10 1/4
4	1/2" NELSON HD'D. ANCHORS	0	5

TYPES G-1, GB-1 & CG-1
STATE HIGHWAY ROADWAY DRAIN
OREGON STATE STANDARD
DWG. NO. 2105

WELDING BY: MIG PROCESS CO_2 GAS
W/ HOBART E28 WIRE

APPROVED BY O.S.H.D. 8-6-63
INITIALED: J.L.G.

ALL WELDING TO CONFORM TO THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION

TITLE STANDARD INLET GRATE & FRAME	
FOR Chemawa Haysville Interchange	
CONTRACTOR Gibbons & Reed	
PORTLAND WIRE & IRON WORKS	
DR. BY M.B. Brown	DATE 3-12-76
G.O. G-5466	S.O. G-5466-1
PRINT NONE	SK. 5466-1

OREGON STATE HIGHWAY DIVI N

Order for State Force Work

Contract No. 8273

APPLYING TO CONTRACT PROJECTS

Order No. 6

Section Chemawa Rd.-Hayesville Interchange Date March 12, 197

Highway Pacific Highway East F.A.P. No. F-F-19(6)

County Marion Prefix 24-1098 Account No. 276-06 Gr

Description of Work To Be Done: Bikeway Signing.

APPROVED EFFECTIVE DATE 4-14-76
Construction ... subject to ... and to conditions ... required.
BY G. K. Hansen
TITLE ...
DATE 4-21-76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: Throughout project.

Estimate of Quantities and Costs:

(See attached sheet) $900.

Explanation: Work to be performed by State Forces as per letter from L.E. George, Traffic Engineer, dated 4/21/75.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,643,425.88
Present estimate of project cost, including $ 900.00 for work under this order	$1,645,606.34
Expected ~~under-run~~ over-run (amount)	$ 2,180.46
Expected ~~under-run~~ over-run (per cent)	0.1

Space to right of this line is for use of Salem Office

Submitted by: K.D. Wolfe Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer

Approved: Construction Engin

8273

NOTED
H. S. COULTER

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No. 8273 Section CHEMAWA RD - HAYSUILL. INTER FA No. _____

Type Revision P.A. No. ____ Amount $ 465,000 Funds in Author. $ _____

Status Total Project Author.: Over ___ % $ _____ Under ___ % $ _____

Explanation (why) and Comments A major drainage revision on the project increased the cost for drainage 100%. This delayed Stage I construction into 1976 with part of the labor paid higher wages than anticipated at bid. All drainage bid items are deleted. The agreement will include drainage bid items some at bid prices with reduced quantities, some at bid prices with increased quant., Some bid items are repriced and some new items are added including a Lump Sum amount for escallation impact and settlement of all claims resulting from the added work.

Method of Payment Price Agreement Est. increase ~~decrease~~ in cost $ 224,000

Price checked by Cost Analyst _____ Discussed Asst. Constr. Engr. _____

Discussed with Paul Riedl on 12 FEB 1976 by Ed Johnsen

Action Recommended:
- ☒ APPROVAL
- ☒ SUBJECT TO REVIEW
- ☐ OTHER
- ☒ PARTICIPATING
- ☐ WITH COST JUSTIFICATION
- ☐ TENTATIVE APPROVAL TO PROCEED _____
- ☐ NON PARTICIPATING
- ☒ WITH SUPPORTING DAT

2-13-76

CC.
COULTER ✓
FREDRICKSON
KEN WOLFE

RECEIVED
FEB 17 1976
Office of
Assistant State Highway Engineer

1E

Salem, Oregon
February 11, 1976

W. H. Sample
Acting Final Design Engineerq

Ken Wolfe
Resident Engineer

Sign Shop Drawings
Chemawa Rd.-Hayesville Inter. Sec.
Pacific Highway East
Marion County
Contract No. 8273

Enclosed find five sets of approved sign shop drawings on the above-named project.

One set should be retained by you for field inspection of the signs, one set forwarded to Ed Rief for shop inspection purposes and three sets sent to Traffic Safety Supply Co. for fabrication of the signs.

You might also make a note that future submittals of sign shop drawings for approval should be sent to J. H. Versteeg, Road Design Engineer rather than R. W. Ellison, Bridge Administrative Engineer

WGB:az
cc: C. T. Keasey
C. O. Fredrickson
W. G. Beard

Versteeg
Ellson
Terpin
Scott
Swenson
Anderson
Trout

RECEIVED
FEB 11 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

8273

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8273

NOTED
H. S. COULTER

Salem, Oregon
January 27, 1976

FROM: Edgar L. Johnsen
Special Studies & Cost Engineer

SUBJECT: Chemawa Rd.-Hayesville Intch.
Contract No. 8273

TO: MEMO TO THE FILES:

The most recent of many meetings with the contractor to resolve the total cost amount for the major drainage revision was held 26 January 1976 in the Region II office.

The original contract price for all drainage work was $240,672. The State's force account cost records for the revised drainage work complete is $421,918. The contractor's latest price agreement proposal for all drainage work including the revision is $459,061, or a $218,400 increase above the original plan work which is equal to 15 percent to the contract bid amount, $1,438,873.

In today's negotiations, the State recognized that the contractor had a higher profit objective on this project than allowed by our force account rates, that there was a delay to the project progress by the State in supplying the contractor with the design revision, and that additional time was required to complete the added work which may have postponed some grading and surfacing work until 1976. The contractor has agreed to a price agreement for the drainage work which will include settlement of all claims resulting from the drainage revision at something equal to or less than their last offer. Bob Westermann, Manager of Gibbons and Reed, will settle the issue reasonably by February 5.

Ken Wolfe, Resident Engineer, and Gary Stevens, the Project Superintendent, will exchange information about the State's derivation of our force account costs. The contractor questioned details of the completeness of those records. Did we include the Project Superintendent's time? Did we include the traffic control costs? Etc.

Attending the meeting were G. Wimer, Ken Wolfe, Bob Gettis, and Ed Johnsen from the State and Bob Westermann, Gary Stevens and Walt Gamble from Gibbons and Reed Company.

ELJ:mk:fr

cc: H. S. Coulter
C. T. Keasey

RECEIVED
JAN 29 1976
Office of
Assistant State Highway Engineer

FORM 81-724-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 22, 1976

Salem, Oregon

FILE: 24-1098

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Chemawa Road Intersection
Chemawa Road-Hayesville Section
Pacific Highway East
Contract 8273

Attached is a January 13, 1976 letter and sketch map from Resident Engineer, K. D. Wolfe, explaining a problem in the southeast quadrant of the Chemawa Road Intersection.

This office would concur with Mr. Wolfe's conclusion that a simple tapering of the curb taper would be the logical way to proceed. This is not as critical as even his sketches indicate as there is room for a bikeway outside of the travel lanes and taper. Traffic will undoubtedly cut across this bikeway just like the original taper when there are no bicycles in the bikeway.

May we have your concurrence?

APPROVED 1-26-76
Construction Engineer

cc: Hal Versteeg
G.W.Wimer

GWW/dea
Attach.
cc: K. D. Wolfe

FORM 81-7340-10-69

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 24-1098

Salem, Oregon

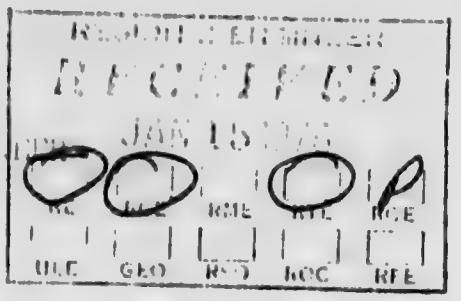
January 13, 1976

FROM: K.D. Wolfe
RESIDENT ENGINEER

SUBJECT: Chemawa Rd.-Hayesville
Pacific Highway East
Marion County
Contract No. 8273

TO: C.O. Fredrickson
REGIONAL ENGINEER

Attn: G.W. Wimer
REGIONAL CONSTR. ENGINEER



I have discussed with you earlier the problem of inadequate R/W clearance left of stations 346+25 to 347+50 at the southeast quadrant of Hazel Green Road and mainline. Apparantly this R/W was purchased without consideration for a northbound deceleration lane and the lane was then later added. It is impossible to construct the planned decel. lane as it presently sets.

We computed the cost of a retaining wall (approx. 125' long) to contain the difference in elevation between grade and natural ground, at $ 8,000- $ 9,000. Even then a temporary construction easement would be required as the wall would be only inches from the R/W at the tightest point. Purchase of additional R/W at this location is not a suitable alternate as it would seriously infringe upon an existing mobile home park service road.

To eliminate the 11' flat area behind curb (future sidewalk area) would not seem practical at this one isolated spot.

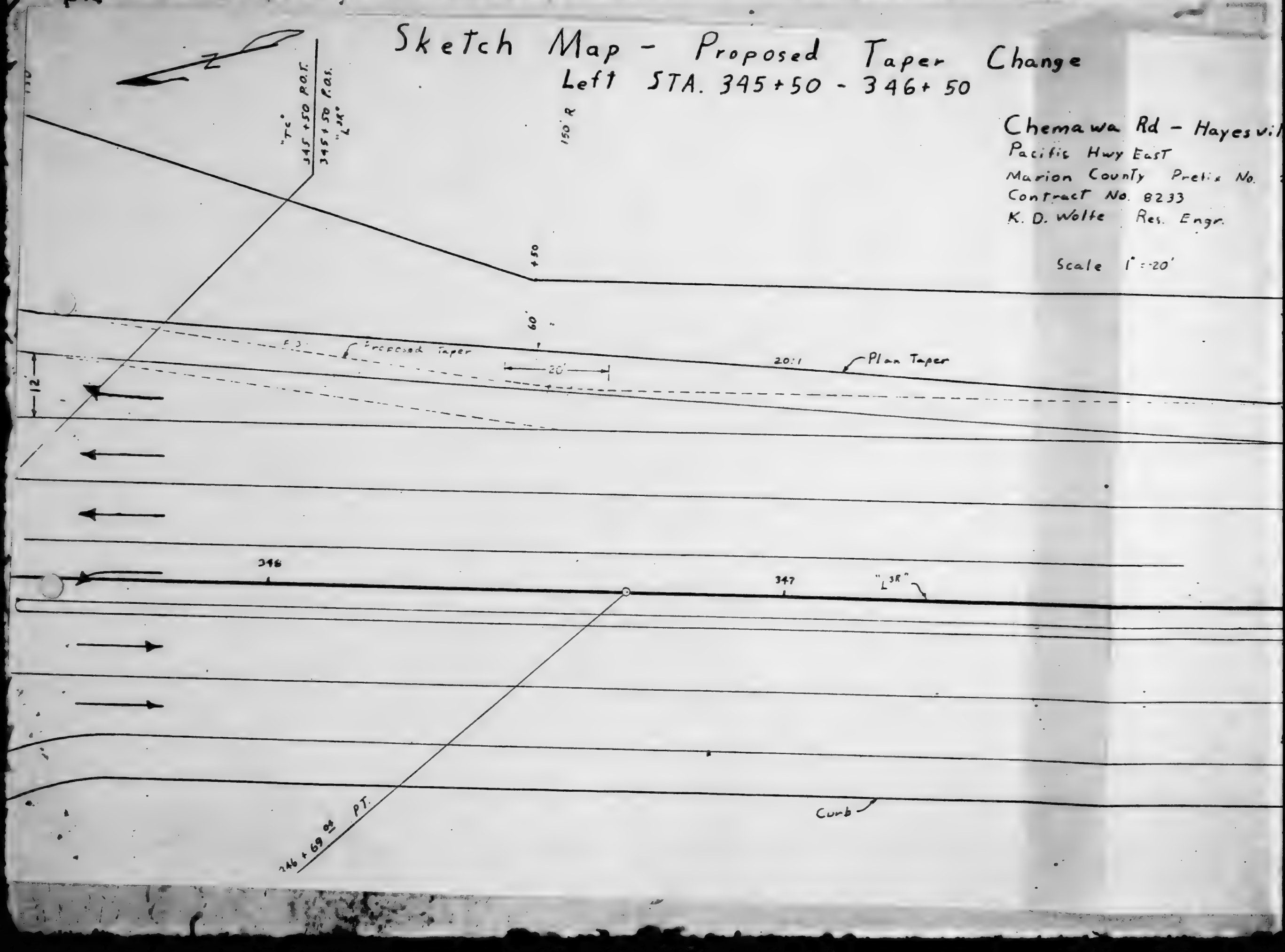
The plans were reviewed by Dick Buehn, Friday the 9th, and he sees no problem with shortening the decel lane length to approximately 100' (versus 240' on normal 20:1 taper) and maintaining the 100' planned intersection radius, which allows for a quick exit from the mainstream traffic. This will be a signed 45 M.P.H. area.

We are presently redesigning on the basis of the short decel. If you see any problems, please advise.

Sketch Map - Proposed Taper Change
Left STA. 345+50 - 346+50

Chemawa Rd - Hayesvil
Pacific Hwy East
Marion County Prelim No.
Contract No. 8233
K. D. Wolfe Res. Engr.

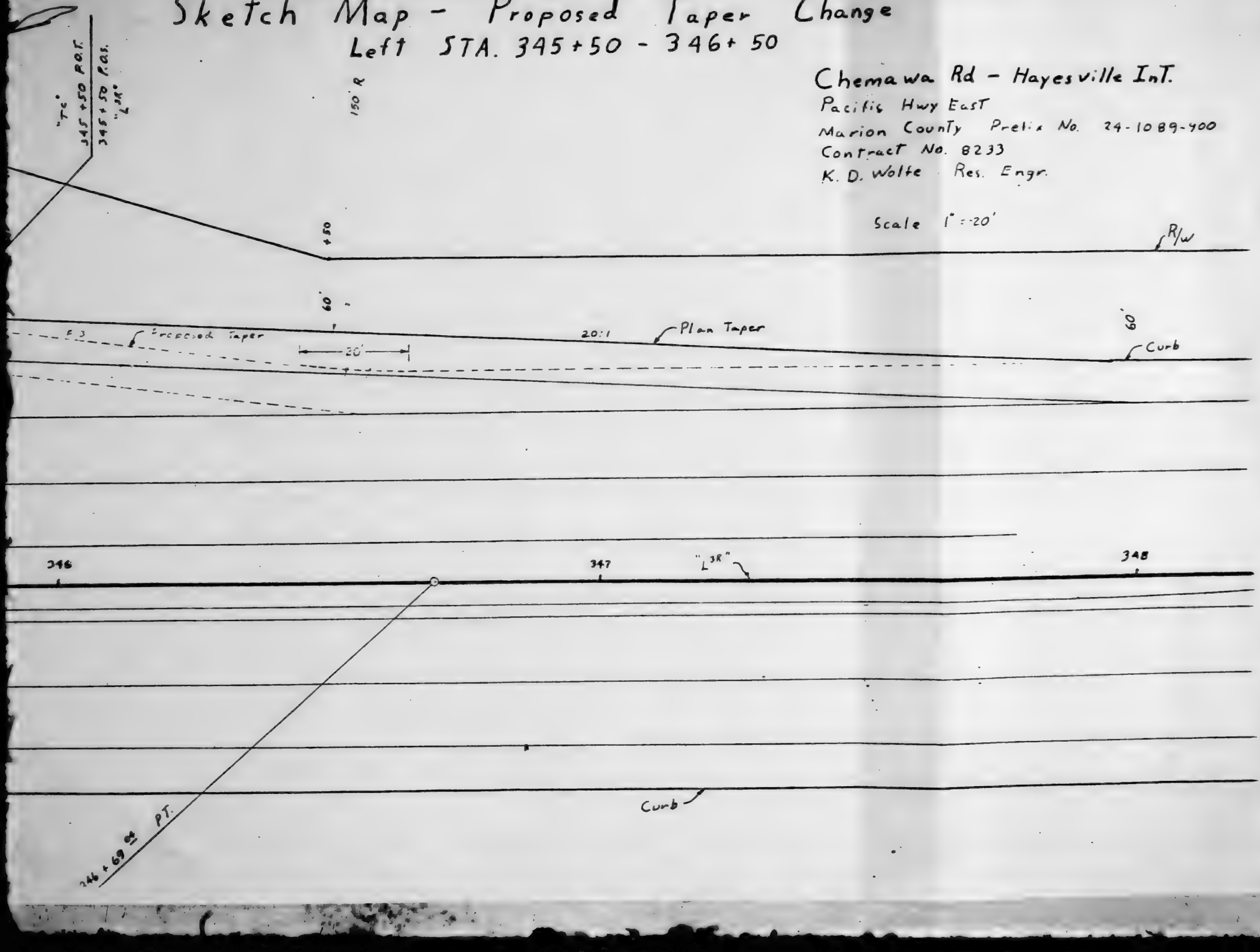
Scale 1" = 20'



Sketch Map - Proposed Taper Change
Left STA. 345+50 - 346+50

Chemawa Rd - Hayesville Int.
Pacific Hwy East
Marion County Prelim No. 24-1089-400
Contract No. 8233
K. D. Wolfe Res. Engr.

Scale 1" = 20'



#8273

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: FF-19(6)

STATE PROJECT NO.: Chemawa Road - Hayesville

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: FF-1

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 24 '75
REFER TO
FOR
Dist. | Inves. | R/D | D/R | Signl | Acct.

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	August 18, 1975	Primary Route 3	Pacific Highway East Route 1E

GENERAL LOCATION:
City of Salem

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for Northwest Natural Gas Company's gas regulation effective August 18, 1975. Reimbursement on an agreed lump sum basis of $8,638.02 - federal funds $6,754 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of June 24, 1975 approved this project for inclusion in the Federal-aid program and authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

I approve the agreement with the Northwest Natural Gas Company consisting of your Railroad and Utility Engineer's letter, the utilities October 15, 1975 letter and the plans and estimate furnished by Mr. Cartwright's December 15, 1975 letter.

Mr. J. W. Valentine's Affidavit of the utilities property rights is acknowledged.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-23-75	G. L. Green	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#8273 12-23-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: FF-19(6)

STATE PROJECT NO.: Chemawa Road-Hayesville

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: FF-1

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
DEC 24 '75
REFER TO
Rules
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	August 18, 1975	Primary Route 3	Pacific Highway East Route 1E

GENERAL LOCATION:

City of Salem

GENERAL DESCRIPTION OF WORK:
You are authorized to proceed with actual adjustments for Northwest Natural Gas Company's gas main relocation effective August 18, 1975. Reimbursement on an actual cost basis estimated to be $2,464.03 - federal funds $1,927 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of June 24, 1975 approved this project for inclusion in the Federal-aid program and authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

I approve the agreement with the Northwest Natural Gas Company consisting of your Utility Engineer's verbal notice, the utilities October 16, 1975 letter and the plans and estimate furnished by Mr. Cartwright's December 15, 1975 letter.

Mr. J. Valentine's Affidavit of the utilities property rights is acknowledged.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-23-75	G L Green	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

1E

Salem, Oregon
December 15, 1975

Frank E. Terpin
Final Design Engineer ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Ken Wolfe
Resident Engineer

Sign Shop Drawings
Chemawa Rd.-Hayesville Intchg. Sec.
Pacific Highway East
Marion County
Contract No. 8273

Enclosed please find three sets of approved shop drawings for Type "U" signs on the above named project.

One set should be retained by you for field inspection of the signs, one set forwarded to Ed Rief for shop inspection purposes and one set sent to Coral Corporation for fabrication of the signs.

WGB:jh
Attachments
cc: C. T. Keasey
C. O. Fredrickson
W. G. Beard

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 15 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 24-1098

Salem, Oregon

December 5, 1975

FROM: K.D. Wolfe
RESIDENT ENGINEER

TO: R.W. Ellison
BRIDGE ADM. ENGINEER

SUBJECT: Chemawa Rd.-Hayesville Inter.
Pacific Highway East
Marion County
Contract No. 8273

Herewith transmitted are 4 copies each of shop drawings for Type "U" signs no. 6,8,14,16,17 and 20. Note that signs 8 and 20 should have 4" x 6" posts.

Please check and return to this office for distribution.

NOTED
W. G. BEARD

RECEIVED
DEC 9 1975
BRIDGE SECTION

8273 11-25-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
FF-19(6)

STATE PROJECT NO.
Chemawa Road-Hayesville Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
FF-1

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 1 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
October 3, 1975

FEDERAL ROUTE NUMBER
Primary Route 3

STATE ROUTE NUMBER
Pacific Highway East Route 1E

GENERAL LOCATION:
SR 99E - Junction I-5 (Hayesville Interchange) North 1.5 miles

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for Portland General Electric Company's power poles effective October 3, 1975. Reimbursement on an actual cost basis estimated to be $3,966.61 - federal funds $3,101 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of June 24, 1975 approved this project for inclusion in the Federal-aid program and authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. I approve the agreement with Portland General Electric Company consisting of your Regional Utility Engineer's verbal notice, the September 18, 1975 PGE letter, and the plans and estimate furnished by Mr. Cartwright's November 20, 1975 letter. The permit covering this adjustment will be prepared and submitted for approval at a later date.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-25-75	C R Burghardt	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8273

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 24-1098

October 9, 1975 NOTED

Salem, Oregon H. S. COULTER

Eddie Y. Welsh

FROM: Eddie Y. Welsh
REGION ENVIRONMENTALIST

SUBJECT: Chemawa Road-Hayesville Sect.
Pacific Highway 99E
Marion County

TO: Memo to the Files

RECEIVED
OCT 14 1975
Office of
Assistant State Highway Engineer

I have been in conversation with both the Hydraulics section and the Environmental section concerning recent redesign of the storm sewer system on this project. Dick Lenz of the Hydraulics section indicates that during a maximum discharge situation, the flow at the outfall of the pipes would be approximately 28 c.f.s. At the westerly end of the project, the outfall flows directly into Claggett Creek immediately upstream from a 90" corrugated metal pipe under the I-5 freeway. During periods of heavy surface water runoff, this pipe normally develops a one foot head. Adding the maximum flow from the storm sewer could raise this head to 1 1/2 feet. Stream channel characteristics in combination with the point of entry of the storm sewer creates a relatively flat surface profile extending upstream. The additional 6" of head resulting from the storm sewer inflow could affect the stream depth upstream for a relatively short distance. There is one house within the affected area. At the present time, the lowest point on this house (the basement floor) is 4 1/2' above high water. The additional 6" of head would reduce this to 4'.

Downstream the stream flow elevation would not be significantly affected except in an unusual long period of surface water runoff as the concentration time for the storm sewers system would be much shorter than that for the mainstem of Claggett Creek.

Dick Lenz advises that the stream flow within Claggett Creek downstream from the I-5 pipe could be significantly improved if the stream channel was cleared of brush that is restricting flow in the 34th St. to Hyacinth St. area.

At the northerly end of the project, the outfall would flow directly into an existing drainage ditch and no adverse impacts are foreseen.

In discussing this situation with Gary Potter of the Environmental section, it was his opinion that no additional environmental documentation would be required.

Routing

1	Keasey		Richards
2	Bond		Glenn
	Jackmond		Berg
	Harwood		
	Johnsen		
	Walker		

RECEIVED
OCT 14 1975
CONSTRUCTION
SECTION

EYW/dea
cc: Gerald Wimer
Ken Wolfe
File
cc. C.T Keasey
cc. Floyd Jacoy — The bridge is beyond this project. F.K. wit
cc H.S. Coulter

1E

Salem, Oregon
September 4, 1975

J. H. Varsteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48730 - Berger
Chemawa Rd. - Hayesville
Interchange Section
Pacific Highway East
Marion County

Attention: Mr. John Oakes

Attached is a description, an authorization and R/W prints for a temporary easement to construct a drainage facility for the subject contract project.

This easement is now covered by a signed Permit of Entry, copies attached, along with your correspondence.

BY: Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8273

e

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 23, 1975

TO Oregon ~~STATE HIGHWAY~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
July 31 Bid Letting

Bids will be taken July 31 on the following projects. This is an informational report to document the Highway Division's action to be taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

1. Baldock Safety Rest Area, Pacific Highway
Clackamas County

Expansion Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. North Albany Interchange-Lebanon Road Interchange
Pacific Highway, Linn County

Roadside Improvement Project

Same as No. 1.

3. Chemawa Road-Hayesville Interchange
Pacific Highway, Marion County

Grading, Paving and Signing Project

Existing bikeway to be replaced in kind.

4. Grand Ronde River (Island City) Bridge
Wallowa Lake Highway, Union County

Grading, Paving and Structure Project

An 8-foot wide sidewalk, which may be used by pedestrians and bicyclists, will be provided.

5. Ritner Creek Bridge, Kings Valley Highway
30 Miles + Southwest of Salem, Polk County

Grading, Paving and Structure Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Four-foot shoulders will be provided.

6. Bear Creek Bridge, FAS 32-104
2 miles ± Southerly of Wallowa, Wallowa County

Structure Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

7. Ridge Road and Pacific Way (Gearhart)
Fort Stevens and Oregon Coast Highways
In Gearhart and Hammond, Clatsop County

Traffic Signal Project

Same as No. 1.

8. Oregon Coast Highway at "U" Avenue (Seaside)
Clatsop County

Traffic Signal Project

Same as No. 1.

9. 9th Avenue-18th Avenue (Sweet Home)
Santiam Highway, Linn County

Grading, Paving and Signal Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Eight-foot and 10-foot sidewalks exist.

10. 7th Street (Lafayette), City Street, Yamhill County

Grading and Paving Project

Same as No. 6.

11. S. W. 5th Street (Canyonville) City Street,
Yamhill County

Grading, Paving and Curbing Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Sidewalks exist.

12. Saginaw Avenue (Hines) City Street, Harney County

Grading and Paving Project

Same as No. 6.

13. Park Street (Burns) City Street, Harney County

Grading and Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that

"Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Four-foot shoulders will be provided.

14. Chiloquin Rock Production Project
37 Miles ± North of Klamath Falls on
The Dalles-California Highway, Klamath County

Same as No. 1.

15. S.W. 4th Avenue at Verde Drive (Ontario)
Olds Ferry-Ontario Highway, Malheur County

Traffic Signal Installation

Same as No. 1.

16. Bullards Beach State Park
3 Miles ± North of Bandon, Coos County

Riprap Protection Project

Same as No. 1.

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

LD:jp jwa

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction Number 6-166

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(FHWA 20-7)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	6-24-75
BY (Signature) L. W. Rulien's February 11, 1975 letter	
TITLE Project Management Engineer	

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHER Priority Primary

STAGE 1* ITEM NOS. ____ THRU ____ / STAGE 2 ITEM NOS. 1 THRU ____					
ITEM NO.	PROJECT NOS.	LENGTH (MILES)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (Signs)
1	FF - 19(6)	1.52	1,800,000	1,407,000	Location: Chemawa Road - Hayesville Interchange Section, Marion County, State of Oregon. Work: Grade, drain, high type pavement. Illumination and Signals

NOTED E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 26 '75
REFER TO
Shuler
FOR

REMARKS (Division)

You are authorized to proceed with utility adjustments including preparatory work.

7-1-75
ORIGINAL TO
L.W. Rulien

RECEIVED
JUN 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		6-24-75	Carl Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-696

FORM FHWA PR-48 (Rev. 8-71)

con 16
I-5, E.
Sp.

PRO 6-2

February 11, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. FF-19(6)

We are submitting program data for one project, Item No. 1, Project No. FF-19(6), "Chemawa Road-Hayesville Interchange Section", which we desire to have included in the Federal-aid Priority Primary Highway Project.

State Clearinghouse and District 3 Clearinghouse A-95 review letters of approval, both dated April 10, 1970, were previously forwarded with our letter of April 17, 1970 concerning clearinghouse approval for the Brooks-Hayesville Section, Project F-19(-).

The environmental statement is being submitted as a separate action.

JG:js

Budget Bureau No. 41-R2067; Approv

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO E.O.

FORM PR-1 (REV. 4-61)

2-11-75

U.S. DEPAR BURC

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	STA CO (2)
	1	SR 99E, Jct. I-5 (Hayesville Int.), N. 1.5 mi.	ADT	10,200	28,000	95	10	Oregon	4

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63)(65)	FN ROUTE NO. (66)(69)	SUPV. AREA (70)	DA CLASS. (71)	DA AREA (72)(73)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 28	NUMBER 27	SEQ. (6
	Gr., Dr., H.T. Pave, Illum, Signals								FF-	19	

CARD 4	CLASS OF FEDERAL FUNDS: Priority Primary	COUNTY NAME: Marion	CODE 047 (14)(16)
	NAME OF URBAN AREA (17-31): Salem	ROUTE NO. P	FEDERAL-AID 3 (32) STATE 1E (36)(37) U.S. - - (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42 43 46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(70)	STATE FUNDS	OTHER FUNDS	
1	(1415)	(16)	41	42									
5					PE		SR 99E, Jct. I-5 (Hayesville Int.), N. 1.5 mi.						Gr., a 78 with 14' each illu ing cons
5					ROW								
5					CONST (code) 6203		"Chemawa Rd.- Hayesville Intchge. Sec."	1.52	1,800,000	1,407,000	393,000		ROW Acce Park none Util requ prep
							PROJECT TOTALS	1.52	1,800,000	1,407,000	393,000		

CARD 1	CODE 1	PREPARED BY	REMARKS
1	14	PROGRAM APPROVAL DATES	

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-11-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 99E, Jct. I-5 (Hayesville Int.), N. 1.5 mi.	ADT	10,200	28,000	95	10	Oregon	41	A12	1

PROPOSED WORK (35 typewriter)	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Pave, Illum, Signals				FF-	19	(6)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Priority Primary	Marion	047	1 OR X 2
Salem	ROUTE NO. P FEDERAL-AID 3 STATE 1E U.S. - -		

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 99E, Jct. I-5 (Hayesville Int.), N. 1.5 mi.						Gr., dr., H.T. pave a 78' curbed section with 4 - 12' lanes, 14' median & 8'shldr. each side. Inst. illum., signs, flashing beacon signals & const. AC footpaths.
ROW								
CONST (CODE) 6203		"Chemawa Rd.-Hayesville Intchge. Sec."	1.52	1,800,000	1,407,000	393,000		ROW - 110' min.; Access control-partial; Parking restrictions-none; Utilities - adj. required including preparatory work.
BY	PROJECT TOTALS		1.52	1,800,000	1,407,000	393,000		

APPROVAL DATES

REMARKS

-over-

USCOMM-DUSCOMM-DC 48908-P61

CHEMAWA RD.-HAYESVILLE INTCHGE. SEC.

PROJECT NO. FF-19(6)

Existing Facility: Two 13' bituminous surfaced lanes with 10' gravel shoulders.

Adjacent Facilities:

North End - - - - Two 13' bituminous surfaced lanes with 10' gravel shoulders.

South End - - - - Normal four 12' lanes AC pavement through the Hayesville Interchange on Route I-5, constructed under FI-324(8).

Project Data: The project consists of grade, drain, high-type pave a 78-foot curbed section with four 12-foot travel lanes, 14-foot median and 8-foot shoulders each side. Install illumination, signs, flashing beacon signals and construct (5' nominal) AC footpath as directed.

NOTE: The contractor will be required to construct with excess material and surcharge as directed partial embankment beyond the north limit of the project, approximately between stations 334+00 to 341+50, to be utilized on a future construction project.

The necessary landscaping of this section will be done under a separate project or projects in the future as "stage construction".

System Action, Airports, Railroads, Water Developments, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review letters of approval, both dated April 10, 1970, were previously forwarded with our letter of April 17, 1970 concerning clearinghouse approval for the Brooks-Hayesville Section, Project F-19(-).

FHPM 7-7-2 Requirements: Environmental statement is being submitted as a separate action.

Public Hearings: Combined corridor/design held June 10, Brooks-Hayesville Section which includes this project.

Location/Design: Approval granted by FHWA under memoran December 1, 1969 on the Brooks-Hayesville Section which this project.

Utilities: Adjustment of the following (Type Code Y060)

Portland General Electric - - - - - -	$1,50
N.W. Natural Gas- - - - - - - - - - -	3,00
Total- -	$4,50

Note: (1) On-the-job trainees, as set forth in FHWA or 7-2(2), on this project will be determined a stage and the number stipulated in the PS &

(2) This project is in Congressional District N

CHEMAWA RD.-HAYESVILLE INTCHGE. SEC.

PROJECT NO. FF-19(6)

acility: Two 13' bituminous surfaced lanes with 10' gravel

Facilities:

n End - - - - Two 13' bituminous surfaced lanes with 10' gravel shoulders.

n End - - - - Normal four 12' lanes AC pavement through the Hayesville Interchange on Route I-5, constructed under FI-324(8).

ata: The project consists of grade, drain, high-type pave curbed section with four 12-foot travel lanes, 14-foot d 8-foot shoulders each side. Install illumination, signs, beacon signals and construct (5' nominal) AC footpath as

he contractor will be required to construct with excess and surcharge as directed partial embankment beyond the mit of the project, approximately between stations 334+00 0, to be utilized on a future construction project.

ssary landscaping of this section will be done under a project or projects in the future as "stage construction".

ction, Airports, Railroads, Water Developments, Historical reation Areas: None involved.

-70 Requirements: State Clearinghouse and District 3 Clearing-95 review letters of approval, both dated April 10, 1970, were ly forwarded with our letter of April 17, 1970 concerning ghouse approval for the Brooks-Hayesville Section, Project

7-2 Requirements: Environmental statement is being submitted parate action.

Public Hearings: Combined corridor/design held June 10, 1969 on Brooks-Hayesville Section which includes this project.

Location/Design: Approval granted by FHWA under memorandum of December 1, 1969 on the Brooks-Hayesville Section which includes this project.

Utilities: Adjustment of the following (Type Code Y060)

Portland General Electric - - - - - -	$1,500
N.W. Natural Gas- - - - - - - - - - -	3,000
Total- -	$4,500

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 2.

6247E
Comm 16
I-5E
sp

FINAL NEGATIVE DECLARATION

Chemawa Road (Hazel Green Road)-
Hayesville Interchange Section
Pacific Highway East (99-E)
Marion County

The final negative declaration for the above Federal-aid project has been prepared in consultation with the Federal Highway Administration pursuant to regulations in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2.

LOCATION AND DESCRIPTION OF PROJECT

The Chemawa Road (Hazel Green Road)-Hayesville Interchange Section is located on Pacific Highway East (99-E) in Marion County, Oregon (Figure 1). The proposed project is to widen 1.7 miles of the existing two-lane highway. The alignment will be slightly modified from the existing alignment in the north portion and will remain the same as it is now from Lancaster Drive to Hayesville Interchange (Figure 2).

The typical section will be four twelve-foot travel lanes, a fourteen-foot continuous left-turn median, eight-foot shoulders marked for bike routes on both east and west sides, concrete curbs, and sidewalks to replace any existing sidewalk disturbed or removed.

Approval for acquisition of right-of-way was granted in 1969, resulting in the purchase of 10.3 acres of land. No additional right-of-way will be required to implement the project. The right-of-way averages 125 feet in width.

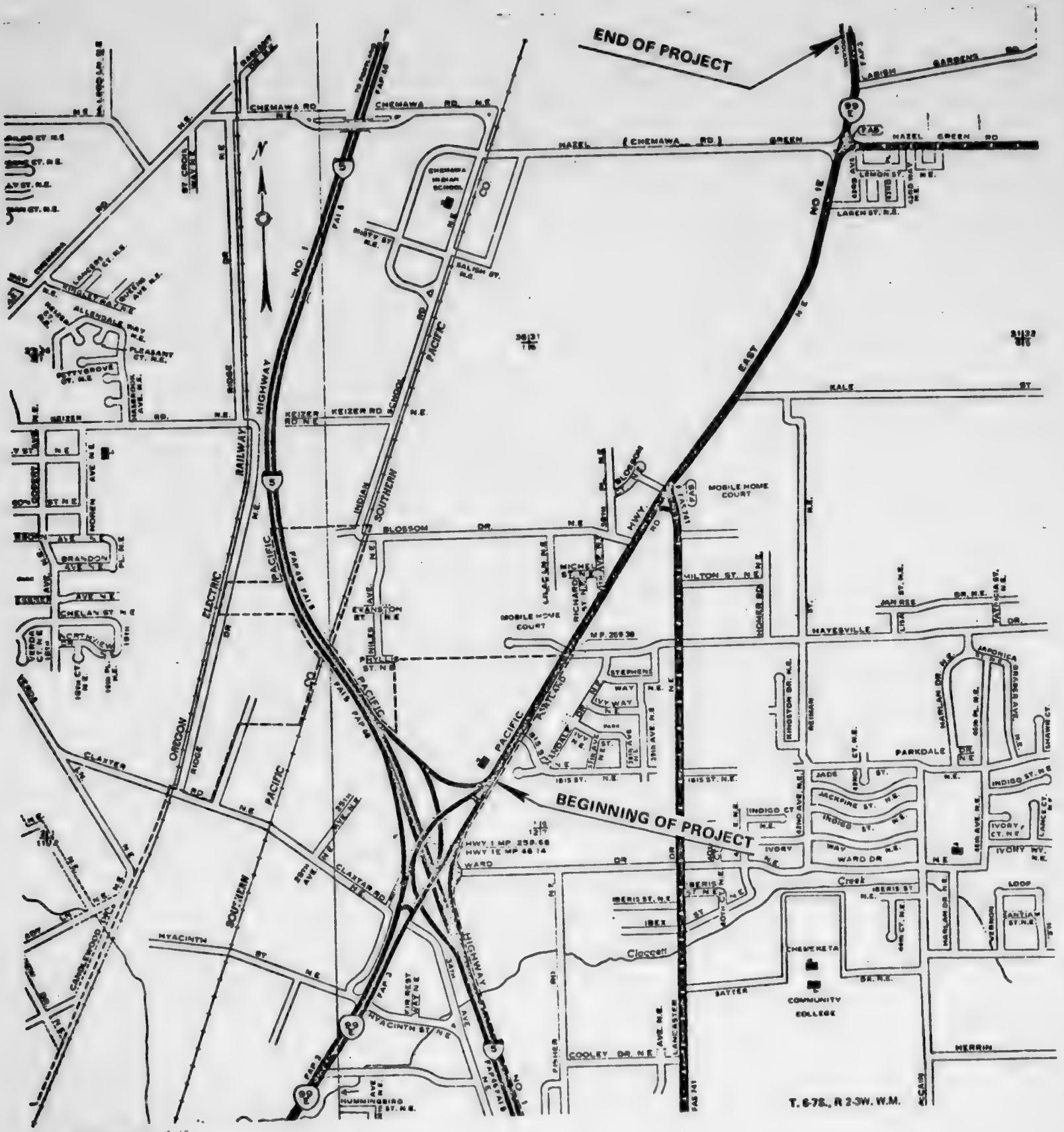
Approximately 2,000 cubic yards of excess material will result from construction. This will be used to surcharge[1] the area just north of Chemawa Road Intersection between stations 336+00 and 341+50. The purpose of the surcharge is to stabilize the subgrade for possible future four-laning of the Pacific Highway East north of Chemawa Road. If this project is not pursued, the material could be used as fill for other local projects.

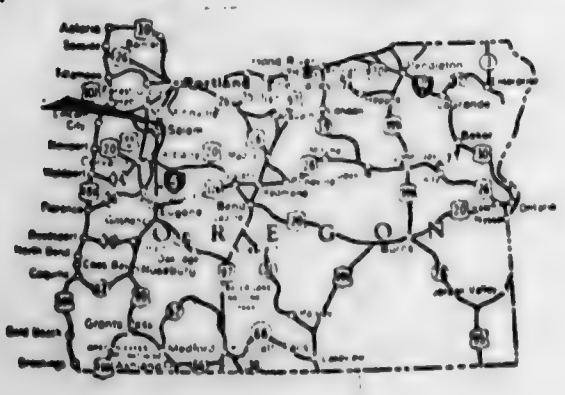
A commercial source will probably be used to supply aggregate for the surfacing materials because of the relatively small amounts required. If the contractor elects to develop a new source he will be required to comply with the

[1]A surcharge is material added over what will be required for the finished grade to activate and compensate for the settling of base material.

PROJECT AREA MAP

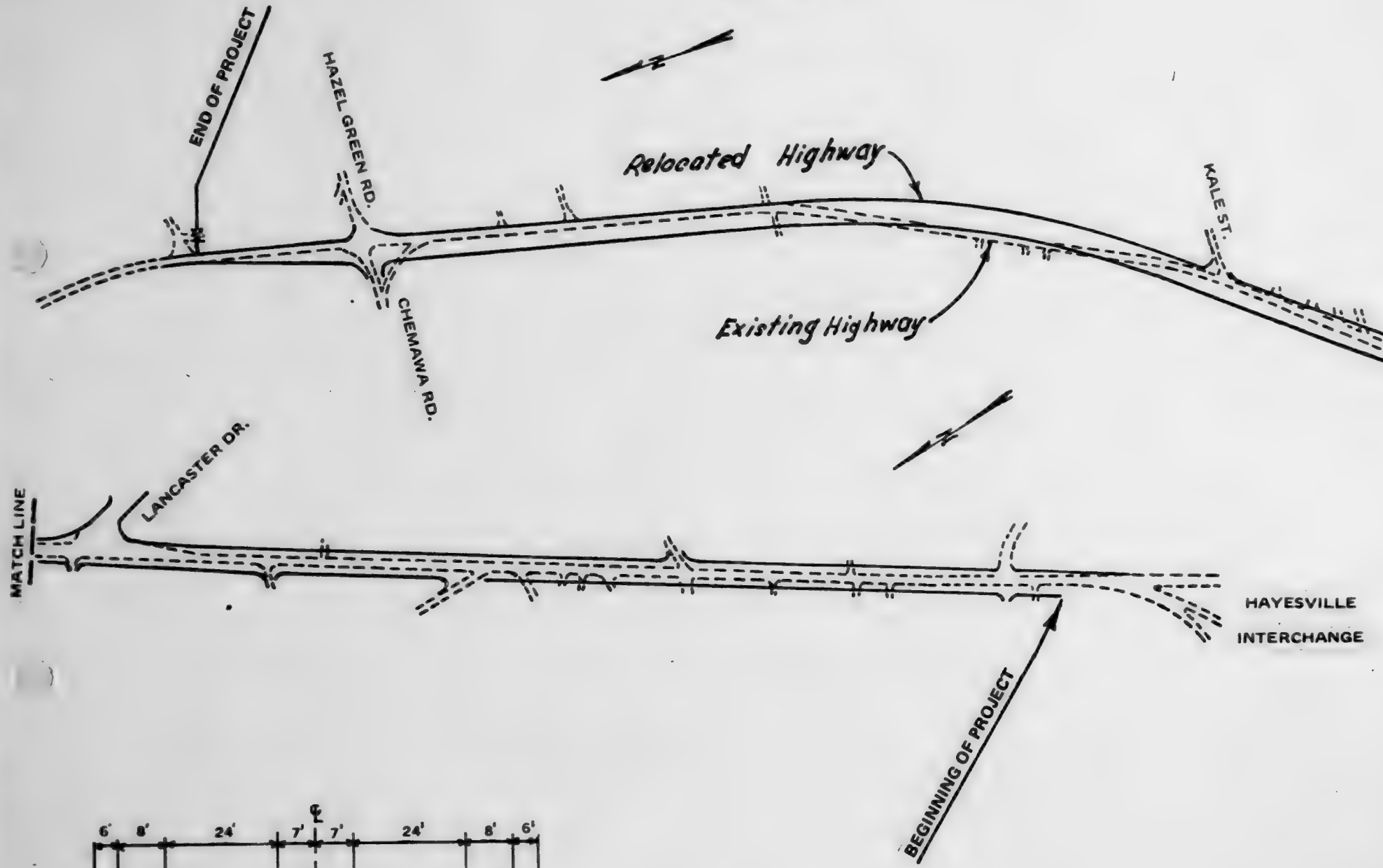
Figure 1

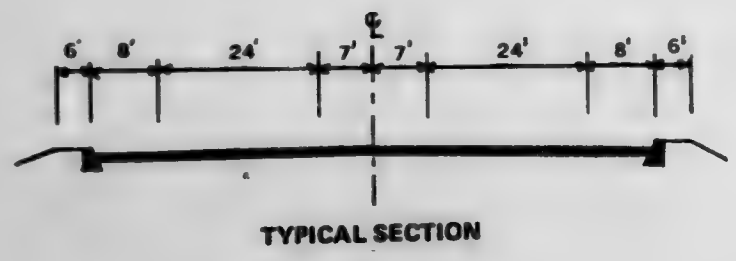




PROPOSED ALIGNMENT

Figure 2





TYPICAL SECTION

appropriate regulations on contractor supplied sources.

PURPOSE OF PROJECT

The purpose of the proposed project is (1) to provide adequate capacity to relieve growing congestion, (2) to reduce the safety hazard by separating turning and slow traffic from faster through traffic, and (3) to provide an adequate transportation facility for the planned growth of this area.

Pacific Highway East is the eastern leg of State Route 99, a major north-south arterial running parallel to Interstate 5 for much of its length throughout Oregon. Historically, it served as the main north-south route through western Oregon. Typically, it passes through the central business districts of the many small communitiies as well as major population centers of the Willamette Valley.

The Chemawa Road-Hayesville Interchange Section is 1.7 miles in length, beginning on the north side of Salem, where it intersects I-5, and ending 850 feet north of the Chemawa Road (Hazel Green Road) Intersection. The primary function of this section is to serve through traffic traveling to and from communities to the north. However, a growing percentage--from approximately 20% in 1973 to 30% in 1990--of the traffic is local.

The existing facility consists of two lanes with paved shoulders in some areas and striped bike paths on both the east and west sides of the roadway north of Lancaster Drive.

The existing design capacity of this section of 99E is 11,000 ADT (level of service "C"). Existing average daily traffic is 10,000 vehicles (1975). Traffic volumes are expected to reduce level of service below the "C" range in 1976. Maximum capacity (level of service "E") of this two-lane section would be exceeded by 1986. As capacity is approached, congestion will become acute, and drivers will experience frequent delays. This situation breeds unsafe maneuvers, as annoyed motorists take chances they normally would not take if better operating conditions exist. Table 1 shows projected volumes for Pacific Highway East and adjoining streets.

Accident data for 1972 through the first half of 1974 shows 49 accidents resulting in 60 injuries along this section. The rate of accidents is comparable to the statewide average for suburban non-freeways; however, the number of injuries indicates that the severity of the accidents exceeds the statewide average. The proposed projects is designed to increase mobility and safety by

separating slower-moving vehicles into the right-hand lanes and providing a refuge for turning vehicles.

The proposed project is listed in the Salem Area Transportation Study (SATS) as a priority project. It was planned in conjunction with the comprehensive land development plan for this area and would assist in orderly development.

PROJECT HISTORY

The project originated as a section in an overall plan to widen 99E from Salem to Portland. In 1959 and 1960, the Highway Commission was approached by the Clackamas County Associated Chambers of Commerce and the Portland Chamber of Commerce, who requested consideration of widening 99E from Hayesville to New Era, a small community six miles south of Oregon City. A location survey was made from Hayesville to New Era in 1961. Planning proceeded, and on June 10, 1969, a corridor-design hearing was held at the Marion County Courthouse in Salem, Oregon. The hearing covered the Brooks-Hayesville Section, of which the Chemawa Road-Hayesville Interchange Section is a part.

Of the comments received at the hearing, none were in opposition to the project. Most comments were addressed to certain features of the highway, such as access, signals, lighting, utility conflicts and pedestrian conflicts in the Labish area. The only serious objection to the project design was raised in a letter written in response to the hearing. The letter is discussed in the Discussion of Comments Received section of this document.

Since the original four-laning concept was developed, more recent planning and construction have followed, including: (1) adoption of the Urban Growth Boundary as part of the Salem Area Comprehensive Plan; (2) widening of I-5 from Salem to Portland; and (3) construction of I-205. The latter two developments have reduced the need for four-lanes along 99E as a whole. Widening projects along 99E are now being planned only as local needs warrant. The Chemawa Road-Hayesville Interchange Section, listed as a priority project in the Salem Area Transportation Study, is being advanced as a separate project, responding to the problem of increased locally generated traffic conflicting with through, inter-city traffic. Design approval was received December 1, 1969. A notice of intent was submitted for the A-95 review process on February 16, 1970, with a reply received April 10, 1970. The State Intergovernmental Relations Division submitted an objection to the project, saying that it was not the highest project on the SATS priority list. On April 10, 1970, the Mid-Willamette

Valley Council of Governments submitted a response indicating that the issue was resolved and urging the State to proceed with plans.

ALTERNATIVES TO THE PROPOSAL

The alternatives at this time are limited to the build--proposed project--and no-build alternatives. Alternative alignments were not considered appropriate for meeting the stated purpose of the project, which is to maintain an adequate level of service on an existing facility. The development of the area would make realignment other than minor curve flattening undesirable because it would involve increased displacement of homes and businesses. Alternative design features were suggested, including wider or narrower shoulders and a curbed, landscaped median with left-turn refuges limited to major streets. These alternatives were rejected because they did not offer adequate solutions to the combined problems of the existing facility.

Since the right-of-way has already been purchased and most buildings within it have been razed, the no-build alternative would result in most of the social impacts without a corresponding transprotation improvement. Congestion, the accident rate, and air pollutant levels would all be expected to increase with the no-build alternative.

ENVIRONMENTAL CONSIDERATIONS AND PROBABLE IMPACTS

The area surrounding the proposed project is transitional, changing from rural to urban land use over the length of the project. The project is within the Urban Growth Boundary, except the north portion that tapers into the existing facility, and is closely related to the Salem Area Comprehensive Plan. The environmental concerns related to the project are primarily social and economic and pertain to land use planning, economics, right-of-way acquisition, safety, traffic flow, air quality, and noise. Impacts to the natural environment are of minimal significance.

The project area, situated on a terrace known as Howell Prairie, is underlain by widespread terrace deposits made up, in ascending order, of gravel, sand and silt. Topsoil in the immediate project area is clayey silt.

The project area forms a gentle bluff on the north where it meets the former channel of the Willamette River. This low lying channel area known as Lake Labish now provides righ agricultural soil. Elevations south of Chemawa Road vary between 181 and 187 feet mean sea level. North of Chemawa Road in the old channel area, the elevation drops to a low of 137 feet. This former channel

is underlain by a thick layer of peat, which requires that the road base be surcharged for a period of time prior to construction. Excess material from the proposed project would be used within the existing right-of-way to surcharge an area adjacent to the existing roadway in preparation for possible widening of 99E north of Chemawa Road if future traffic warrants. If widening is not found necessary, the material could be used for other local projects. The surcharge will in no way alter high-water flow, as it is south of the area which is flooded during high water and is at a higher elevation.

The project does not cross any major drainages. No siltation problems are anticipated. The surcharge and other exposed surfaces will be seeded and mulched to prevent erosion.

Vegetation along the alignment consists primarily of ornamental plantings, cherry orchard, agricultural crops, and grasses. There is one wooded area to the west of the alignment, which extends from Lancaster Drive to Kale Street and contains fir, alder, vine maple, poison oak, blackberry, and various other vines.

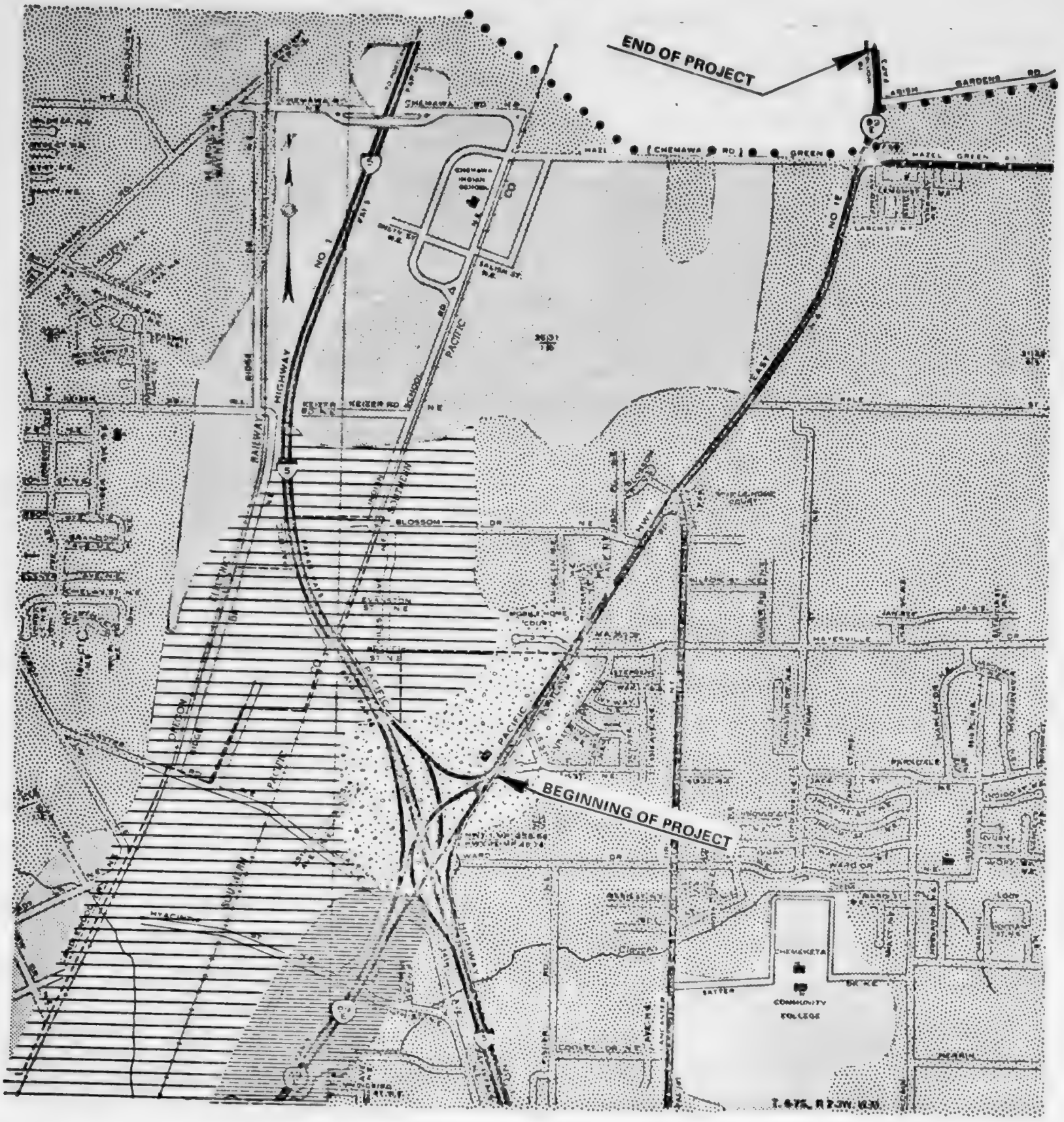
Impacts to wildlife habitat and agricultural production would be minimal, as the total additional right-of-way required is 10.28 acres, most of which is commercially or residentially developed land. Ornamental vegetation will be removed from land acquired for right-of-way. Although this may esthetically diminish the portion of property remaining in private ownership, property owners have been compensated for value loss resulting from right-of-way acquisition. Private properties could be relandscaped effectively by the owners. Additionally, selected areas of right-of-way will be planted with trees, shrubs, and vines in the future in accordance with the SATS Plan.

Land use in the general area of the project is primarily agricultural and residential--both single- and multi-family. The north tip of the north Salem industrial area extends into the Hayesville area. Access to the industrial area is along Blossom Drive, which intersects Pacific Highway East within the project area. Land use adjacent to the highway is residential and commercial. Commercial properties are primarily retail, with one exception. All unoccupied commercial property is zoned commercial-retail.

The Salem Area Comprehensive Plan, adopted in 1973, establishes the Urban Growth Boundary along Chemawa Road-Hazel Green Road (Figure 3). The Hayesville area is planned for residential and a limited amount of modified commercial (retail) development. The plan indicates a commitment on the part

PROPOSED LAND USE

Figure 3



LEGEND

- DEVELOPING RESIDENTIAL AND EXISTING RESIDENTIAL
- MODIFIED COMMERCIAL
- COMMERCIAL
- PARKS AND OUTDOOR RECREATION, PUBLIC AND SEMI-PUBLIC LAND
- INDUSTRIAL
- URBAN GROWTH BOUNDARY

of the city and county to extend urban services to this area and to allow it to develop extensively before outlying areas are opened for development.

The proposed project is designed to meet the future needs of this development area while continuing to serve the needs of through traffic. If the Comprehensive Plan is adhered to, no adverse land use impacts would occur as a result of this project.

Right-of-way acquistiion and subsequent construction would result in diminished parking area for two markets and one in-home business. On-street parking which has occurred on acquired right-of-way would be prohibited. One of the markets has been rebuilt with a greater setback, in anticipation of roadway construction, giving it adequate parking space. The other market could suffer a loss of business until a parking area is reestablished. The property contains sufficient area for parking redevelopment by the owner. Hayesville School, which is unoccupied, a fruit stand, and one outbuilding have been or will be removed.

Noise levels constitute a major impact. Existing noise levels are in violation of FHWA guidelines, and neither the build alternative nor no-build alternative would relieve the impacts. Noise levels associated with the build alternative are slightly higher than for the no-build alternative.

Ambient noise levels were determined by measuring noise levels at the peak hour (truck and auto), using the data to establish a base point on the nomograph and projecting levels for other properties for which change in the distance to the edge of the nearest lane had been determined. These should be considered "worst-case" values.

Ambient noise levels range from 69 dBA to 76 dBA at residences along the project. Of the 23 residences (trailer houses were not mapped and therefore, not considered), 22 were subject to L_{10} levels in excess of 70 dBA during peak hours. Implementation of the project will increase noise levels at 15 residences by approximately 1 to 3 dBA; one residence will undergo no change; and noise levels will decrease at 7 residences (from slightly under 1 dBA to 2 dBA), resulting in a range of 70 to 78 dBA. By 1996 traffic volumes are expected to double over present volumes, resulting in an additional 3 dBA increase in noise levels ranging from 73 to 81 dBA. Noise levels for the no-build alternative, by 1996, are expected to increase over existing levels by approximately 3 dBA, due to increased traffic and decreased speed, resulting in a range from 72 to 79 dBA.

There is no practical method for diminishing these noise levels. To effectively mitigate noise levels, an uninterrupted berm or wall would have to be constructed. This would deny access to the property abutting the road from the highway. In addition, an earth berm would necessitate additional right-of-way of a magnitude to require the acqusitiion of the residences affected by the noise. Since design approval was received prior to July, 1974, no exception to the noise guideline will be necessary in accordance with PPM 90-2.

An air quality study for the proposed project was conducted for both the build and no-build alternatives. The results of the study indicate that significant reductions in all pollutants will occur with either the build or no-build alternative in 1976 (one year after construction). After 1976, the build alternative will produce the greatest reductions. Although there is a chance that the build alternative will violate the eight-hour carbon monoxide standard in 1996 (20 years after construction) under extreme "worst-case" meteorological conditions, any possible violation would be much less severe than would be the case with the no-build alternative. In view of this fact and the general reductions in emission of all pollutants, the Oregon State Highway Division determines that the proposed project is consistent with the State of Oregon Clean Air Act Implementation Plan. The Mid-Willamette Air Pollution Authority has concluded that the project does not require an indirect source permit (letter attached).

The improved four-lane section with left-turn refuges is projected to convey between 18,700 and 25,000 vehicles per day (Table 1). Having increased capacity, the overall section will operate under acceptable level of service "C" conditions. The build alternative shows slightly higher volumes on Hayesville Drive over the no-build option. These higher volumes would result from the development planned for the area. The build alternative also would result in lower ADT volumes on Lancaster Drive and Chemawa Road than are projected with the no-build alternative. Motorists that would have been diverted to these arterials to escape congestion on 99E resulting from the no-build option would remain on 99E. Specifically, twenty-three percent reductions are predicted if widening is completed. As a result, service conditions would be improved from "D" and "E" levels to "C" level on these facilities.

A study was done to determine if provisions should be made in the project plans for signalization at the Chemawa Road-99E Highway Intersection. It was determined that signals are not warranted at this time. It is expected that future traffic volumes will likely require the signalization of three intersections with Highway 99E--Chemawa Road, Lancaster Drive and Hayesville Drive.

Increased safety is expected to result from implementation of the proposed project. A turning median would serve as a refuge separating turning vehicles from through traffic. Use of the shoulder to pass on the right would be eliminated and some reduction of rear-end collisions could be expected. Bike paths will be extended south of Lancaster Drive to Hayesville Interchange, increasing bike safety in this area.

There will be no basic changes in access. Four new driveways will be added and two existing driveways eliminated. No properties will be adversely affected by the change.

DISCUSSION OF COMMENTS RECEIVED

The A-95 review process conducted in 1970 produced a negative response from the Intergovernmental Relations Division. They were concerned that the project was third priority on a list of SATS projects eligible for the type of funding available. The problem was resolved when it was determined that the funds available were insufficient for either of the other projects and planning was not near enough to completion for either project to be eligible for consideration within the current fiscal period. The funds were, however, diverted to some smaller projects and the proposed construction delayed until the present. The priority question was raised again when the project was rescheduled. However, the same funding and planning conditions remain.

The Mid-Willamette Valley Council of Governments has raised an issue of landscape treatment of the section. The SATS 1982 Transportation Plan recommends a landscape classification of "Major Entranceway" for this portion of 99E (listed as North Portland Road). This classification is described as follows:

> The major entranceway provides the first impression of the community to the visitor. All forms of landscaping should be utilized as needed to create the maximum impact and give the effect of inviting the motorist into the community. Lineal tree plantings should be the

> backbone of the design, although the size of trees and shrubs would vary according to space available. The special landscaping should, wherever possible, extend the full length of the facility and all elements should be treated as part of an entity so tha that the unified theme is consistent with the area-wide beautification plan.

In response, the Highway Division has programmed a separate landscape project for this section, to be forwarded at some future date. The project will consist of planting trees, shrubs, and vines in selected areas throughout the length of the section.

Comments raised at the hearing (June 10, 1969) pertaining to this section were largely concerned with individual features such as lighting and signal installation. It was resolved that, although these features were not now incorporated in the design, if warranted, they will be installed in the future.

A letter written in response to the hearing by a homeowner from the Lake Labish area suggested that the proposed surcharge and raising the roadbed across Lake Labish would cause property damage to his property during high water. A later hydrology study confirmed the possibility of damage. The proposed project has been modified to exclude construction across the former channel now known as Lake Labish. If future traffic demands warrant four-laning the section north of Chemawa Road, the plans will be revised to accommodate the high water problem. The area to be surcharged north of Chemawa Road will in no way affect high-water flow.

Availability of the Draft Negative Declaration was advertised under Legal Notices on May 20, 1975 in the four newspapers with widest circulation in the Salem area. No responses were received during the 30 day response period.

BASIS FOR NEGATIVE DECLARATION

The Oregon State Highway Division has found that the proposed project is necessary for travel safety and adequate flow of traffic through a developing area. Disruption caused by construction would be of a temporary nature. Effects on land use are anticipated to be in keeping with the planned development of this area.

Although increased noise levels are anticipated for a number of residences as a result of the project, potential mitigating procedures (such

as construction of a sound barrier) would be antiicpated to have far greater detrimental impact on the human environment than would the increase in noise levels. The other alternative for preventing this noise increase would be to retain the existing facility, which is already in violation of standards. This would leave the problems of traffic congestion and the poor safety features of the existing facility, and only slightly less noise. Air quality is expected to improve with implementation of the proposal.

It is the conclusion of the Oregon State Highway Division that this project constitutes a "major" action as defined in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the proposed action will not have significant impact upon the quality of the human environment of a magnitude to require the processing of an EIS.

Concurred in by:

6/23/75
Date

Assistant State Highway Engineer

JUN 24 1975
Date

for FHWA Division Engineer

DK:sz
6/24/75

| Route | | |

TABLE 1

PACIFIC HIGHWAY EAST WIDENING
VOLUME SUMMARY ON VARIOUS FACILITIES

Route	Section	Max. Volume (Level of Service "D")	No-Build			Build		
			Present	1986	1996	Present	1986	1996
Pacific Hwy. East	Hayesville Interchange to Hayesville Drive	2 Lanes - 16,000 4 Lanes - 30,000*	10,000	16,600	19,400	10,000	18,800	25,000
	Hayesville Drive to Lancaster Drive	2 Lanes - 16,000 4 Lanes - 30,000*	8,400	13,100	16,600	8,400	14,100	18,700
	Lancaster Drive to Chemawa Road	2 Lanes - 16,000 4 Lanes - 30,000*	10,000	16,000	18,500	10,000	16,500	21,900
Chemawa Road	Pacific Hwy. East to Radiant Drive	2 Lanes - 8,000	2,400	4,500	7,700	2,400	4,300	5,700
Lancaster Drive	Pacific Hwy. East to Hayesville Drive	4 Lanes - 14,000*	4,100	7,000	10,200	4,100	5,900	7,800
	Hayesville Drive to Ward Drive	4 Lanes - 18,000	5,200	9,000	13,400	5,200	7,200	9,600
Hayesville Drive	Pacific Hwy. East to Lancaster Drive	2 Lanes - 7,000	1,900	4,200	5,400	1,900	4,700	6,300
	Lancaster Drive to Japonica St.	2 Lanes - 8,000	2,000	6,400	9,000	2,000	7,000	9,400

*Signal needs were studied for the 4-lane option only.

MICHAEL D. ROACH
Director

MID WILLAMETTE VALLEY
AIR POLLUTION AUTHORITY

2585 STATE STREET / SALEM, OREGON 97301 / TELEPHONE AC 503 / 581-1715

April 14, 1975

Mr. Newt Andrus
Environmental Section
412 Highway Bldg.
Salem, Oregon

Subj: Pacific Highway East Widening Chemawa-Hayesville Interchange

Dear Mr. Andrus:

The Authority has reviewed the Highway Division's traffic information regarding the Pacific Highway East widening from the Hayesville Interchange to Chemawa Road and concludes an indirect source permit is not required by the project. Authority review of the environmental impact statement for the project is desirable when it becomes available.

In the future, Mid-Willamette will be reviewing all projects of this nature in line with the Salem Area Transportation Study Air Quality Consistency Evaluation. Your cooperation in this area is appreciated.

If you have any further questions, please contact Lynda Willis of the agency staff.

Sincerely,

Michael D. Roach
Director

MDR/LW/ls/923

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

May 23, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Traffic Signals
Hayesville-Chemawa Section
Hwy. No. 1E
Salem

We have investigated major intersections along ORE 99E in the section that is scheduled to be widened to four lanes north of Salem.

Our study indicates that the only intersection which should be considered for traffic signals is Chemawa Road. At this intersection, traffic volumes are low enough that traffic signal warrants probably will not be met for several years. In addition, the accident history has not been unfavorable. If a traffic signal is installed at this time, total delay to traffic would increase, and it is not likely that accidents would be reduced.

We therefore recommend that no traffic signals be installed under this contract.

TL:rj
cc: C. O. Fredrickson

REFERRED TO

Beard — Read
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 A. Olson
3 Tarpin
Scott
4 Swanson
R. Olson
Trout

RECEIVED
MAY 28 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Return or Keep
Destroy File
Return to
Bring Up
Other

1E

Salem, Oregon
May 22, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48617 - McLain (Holmly - C.P.)
Chemawa Road - Hayesville Section
Pacific Highway East
Marion County

Attached is a description, an authorization and Right of Way prints covering Right of Way to be acquired for a regulator site for the Northwest Natural Gas Company on the subject section.

Also attached is your letter from Jack Cartwright, which requested this description.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Versteeg
A. Olson
Tenpin
Scott
Swenson
E. Olson
Treul

RECEIVED
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not file
Return to
Bring Up / /
Other

8273

R

April 9, 1975

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5[illegible]9

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of the Chemawa Road-Hayesville Interchange Section of the Pacific Highway East in Marion County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

8273

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 28, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Finance Approval**
Federal-aid Projects

The following surveys have been completed as a part of our accelerated construction program to comply with the President's stimulation to the construction industry.

I recommend these projects for federal-aid finance and request your authorization to proceed with early contract lettings.

Chemawa Road-Hayesville Interchange Section, Pacific Highway East, Marion County: Grade and Pave	PFA	$2,000,000
S.W. Clay St.-S.W. Sheridan St., Pacific Highway West, Multnomah County: Roadside Improvement	FAU	$ 160,000
Junction City-Airport Rd. Section Pacific Highway West, Lane County: Grade, Pave and Structure	FA	$6,750,000
McNary-Diagonal Road Section, Columbia River Highway, Umatilla County: Paving	FA	$ 400,000
Fern Hill-Astoria Section, Lower Columbia River Highway, Clatsop County: Paving	FA	$1,000,000
N.W. 31st Ave.-N.W. 112th Ave. (Portland) Section, Lower Columbia River Highway, Multnomah County: Paving	FAU	$ 375,000

Ross Island Bridge Interchange Section, Oswego Highway, Multnomah County: Paving	FAU	$ 155,000
Necanicum Highway Jct.-Brighton Section, Oregon Coast Highway, Tillamook County: Paving	FA	$ 650,000
Hunter Lodge (M.P. 140.95)-SCL Lakeview Section, Fremont Highway, Lake County: Paving	FA	$ 240,000
Link River-Hammedale Rd. Section, Klamath Falls-Lakeview Highway, Klamath County: Paving	FAU	$ 500,000
Five Corners-Lakeview Section, Klamath Falls-Lakeview Highway, Lake County: Paving	FAS	$ 460,000
Lancaster Dr.-Deer Park O'xing Section, N. Santiam Highway, Marion County: Paving	FAU FAS	$ 240,000 240,000
Ruch Section, Jacksonville Highway, Jackson County: Grade and Pave	FAS	$ 300,000
Jordan Valley-Jordan Creek Section, I.O.N. Highway, Malheur County: Grade and Pave	FAS	$1,500,000

This matter will be on the agenda for your consideration at the March 31 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
Gary Sund
Jack Graham

BLG:js srb

.T2.73

R

FORM E-20

PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE March 11, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Chemawa Road-Hayesville
Pacific Highway East
Marion County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 3 : F. T. Lacey

Approved 3-13-75 Ed H

3-14-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
MAR 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 2-13-75

A. PROJECT IDENTIFICATION FF-19(6)

Name of Project Hazel Green Road-Hayesville Interchange (Chemawa Rd.-Hayesville)
(Section)

Location of Project - Pacific East (Highway Name) ORE 1E US 3 (Highway No., US - ORE)

Salem (City) Marion (County) II (Region)

Program Priority Primary (Funding) $2,000,000 (Estimated Cost) 24-1486 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide greater capacity and improve safety by widening the section from 2 to 4 lanes with a turning median and bikeways.

Origin and History: The project originated as part of a long range proposal to widen Pacific East to four lanes from Salem to Portland, as demand warranted. Construction of I-5 and I-205 have in the interim changed the function of 99E from an interstate

(cont. page 1A)

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 1.6 miles

Termini M.P. 44.20 (Hazel Green Road or Chemawa Road) to M.P. 45.87 (Hayesville Interchange)

Alignment (new or existing) Existing with minor variance for curb flattening

CATEGORY 3 PROJECT
MAJOR
NON-SIGNIFICANT

Form (2)9-74

highway to an inter city highway. The subject section is included on the SATS plan as a priority project with termini at Hayesville Interchange and Chemawa Road. The project is now designed to ease the conflict of through traffic with growing volumes of locally generated traffic.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) All acquired. 10.38 acres. Land Use - residential, commercial, agricultural mixed.

Typical Section 4 lanes, turning median, curbs and 2 bike paths.

Bikeway One on each side.

Structures None

Additional Facilities Curb, sidewalk replaced in kind

Access Control No basic changes - four new driveways, two old ones eliminated.

Materials Commercial sources for surfacing materials.

Borrow and Waste Disposal Present design may eliminate need for waste area. If needed, there is sufficient R/W immediately north of Chemawa Rd. to receive waste as widened shoulders.

Special Construction Methods None

Characteristics (ADT) Approximately 9800 ADT over the Section. Nine to 11 percent truck traffic. (See page 2A)

Other General Information (or Supplemental information to items) Because the right-of-way for this project was acquired several years ago, many of the impacts have already occured and businesses and residents have already made adjustments. Accident record shows the number of injuries are exceeding number of accidents indicating that the severity of accidents is higher than the statewide average. (Also see page 2-A)

Project Sketch Map is Attached: [X] Yes [ ] No

Traffic Analyses

This facility carried an average of 9,700 vehicles per day (ADT) in 1973. By 1996, the Hayesville Interchange-Lancaster Drive section of Highway 99E is projected to carry between 17,100-22,700 ADT with the I-305 Freeway and 17,500-30,500 ADT without the I-305 Freeway. The Lancaster Drive-Chemawa Road section is expected to carry 13,600 ADT with and 21,000 ADT without the I-205 Freeway.

The design capacity (level of Service "C") of this section of Highway 99E is about 11,000 ADT and is expected to be exceeded in 1975.

Average Daily Traffic for 1986 in the segment from Hayesville Interchange to Hayesville Drive (worst case) is as follows:

	Build	No-Build
With I-305	15,800	15,500
Without I-305	21,600	17,000

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Location/Design Hearing was held in June 1969. There are at this time no location or design alternatives to the proposal.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Corridor/Design Hearing 6-10-69

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type Corridor/Design Tentative Date(s) Held 6-10-69

A-95 Review: ☐ Not Required ☒ Required

Date Submitted Feb. 16, 1970 Date Received April 10, 1970

Expected Coordination with Local, State and Federal Agencies

Co-ordination with COG and DEQ.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status		OSHD Date	FHWA Status		FHWA Date
☐	Survey Authorization		☐	Systems Planning	
☐	Reconnaissance		☐	Prel. Engineering	
☐	Field Location		☐	Corridor Approval	
☐	Office Location		☒	Design Approval	12-1-69
☐	Field Prel. Design		☐	Plans, Specifications and Estimates Approval	
☐	Office Prel. Design				
☐	Final Design				
☐	Contract Plans				

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The project is located on the northwest edge of the terrace on which the City of Salem is located. Elevation throughout most of the project is between 181 and 187 ft. mean sea level. At the north end of the alignment, the elevation drops to approximately 166 feet. Lake Labish, a drained lakebed which at one time was the channel of the Willamette River, lies immediately north of Hazel Green Road. Soils are fertile throughout the project area. A small, unnamed drainage lies .12 miles west of the project. Vegetation in the area is primarily ornamental or agricultural except a tract which is opposite the Pacific East-Lancaster Drive Intersection.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land Use - Mixed residential commercial (retail), and agricultural.

Noise - may now be exceeding standards

Esthetics - this is a transitional suburban to rural area.

Utilities - several utilities are in conflict with the project. Utility companies will bear the expense of moving the poles, line, pipes, which are now located within the present ROW.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
   Total of 10.28 acres - already acquired.

   Consequences:
   Parking space for two markets was deminished. One market has rebuilt at the same location with a greater set back. One fruit stand, Hayesville School (unoccupied) and one outbuilding removed.

2. Estimated Changes in Traffic Patterns:
   Traffic patterns are not expected to change in response to the project. Possible construction of the I-305 Spur would divert some traffic from this section. The section however, is being designed with the assumption that I-305 would not be built.

   Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:
No major changes as result of this facility. Area urban growth boundary lies immediately north of northern terminus of project. The area is transitional in character.
Consequences:
Growth pressures already exist in this area. Facility is not expected to significantly change growth patterns.

4. Expected Adverse Effects on Natural Ecological Resources:
Vegetation is primarily planted rather than natural. Some ornamental trees, a small portion of cherry orchard, and some thick brush for a depth of approximatley 40' will be removed.
Consequences:
No significant ecological impact.

5. Expected Adverse Effects on Cultural and Scenic Resources:
Some ornametal vegetation will be removed. Reduction of parking capacity of one grocery store.

Consequences:
Esthetic value of some properties reduced. Possible business decrease at Hayesville Market due to loss of parking until they redevelop parking, possibly to the rear of the building.

6. Preliminary Identification of Areas of Critical Environmental Concern:
See # 8b.

7. Potential for Controversial Issues:
None

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

Falls under Indirect Source Regulations. May be in violation of Clean Air Implementation Plans.

b. Noise Standards

See page 7A

c. Water Quality Standards

NA

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer		X	
Air Quality Engineer		X	
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

Ambient noise levels were determined by measuring noise levels at the peak-hour (truck and auto), using the data to establish a base point on the nomograph and projecting levels for other properties for which change in the distance to the edge of the nearest lane had been determined. These should be considered worst case values.

Ambient noise levels range from 69 dBA to 76 dBA at residences along the project. Of the 23 residences (trailer houses were not mapped and were therefore not considered) 22 were experiencing L_{10} levels in excess of 70 dBA during peak hours. Implementation of the project will increase noise levels at 15 residences by approximately 1 to 4 dBA and will decrease levels at 8 residences by approximately 0 to 3 dBA resulting in a range of 70 to 78 dBA.

Future traffic volumes depend on the decision concerning construction of I-305. With I-305, traffic volumes are expected to double by 1990 resulting in an additional 3 dBA increase in noise levels. If I-305 is constructed, traffic volumes in the principal residential areas are expected to increase by approximately 30 percent by 1990 resulting in a negligible additional increase in noise levels.

Traffic projections for the no-build alternative also vary depending on the decision concerning I-305. With I-305, noise levels would increase over existing levels by approximately 2 dBA by 1990. With I-305, the increase would be 1 dBA or less from Hayesville Drive north and up to 2 dBA south of Hayesville Drive resulting in a range of 70 dBA to 77 dBA. The area south of Hayesville Drive is zoned commercial-retail and expected to be developed by 1990. It would then be subject to the L_{10} = 75 dBA standard.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other _____

According to Chpater I of Title 23 CFR, Part 771, this project is deemed to be a major action which is anticipated not to have a significant effect upon the quality of the human environment of a magnitude to require the processing of an EIS.

8273

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project FF-19(6)
Chemawa Road-Hayesville
Project Assessment

DATE: March 4, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's February 25, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

NOTED
E. S. HUNTER

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus
for G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAR 10'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

RECEIVED
MAR 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-10-75
Rulien - Please handle.

3-10-75
ORIGINAL TO
L. W. Rulien
w/att.

8273

R

February 24, 1975

City of Salem
Department of Public Works
555 Liberty Street, S. E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

Attention: Mr. B. T. Van Wormer
Director

Dear Mr. Van Wormer:

Presented herewith for your further consideration are four revised copies of the proposed agreement dealing with improvement of the Chemawa Road-Hayesville Interchange Section of 99E. There have been no revisions within the body of the agreement; however, the exhibit has been revised to show Portland Cement Concrete sidewalks and enlarged to include drawings of the roadway illumination and traffic control plans. Four complete sets of the contract plans are also being presented for review by members of your staff.

Bicycle routes will be established along both sides of this entire section in conformance with recommendations of local governmental bodies.

Plans are being prepared for a landscaping contract to be advertised for bids upon completion of the construction project. Experience indicates that this is the most satisfactory and economical method for handling this type of work.

RECEIVED
FEB 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Please review the terms of the proposed agreement and, if found acceptable in its present form, present it to the City Council with your recommendation of approval. Please request the Council to adopt a resolution authorizing the Mayor and Recorder to enter into and execute the agreement on the City's behalf. Forward three signed copies of the agreement and resolution to this office in the enclosed, self-addressed envelope. Following approval by the Oregon Transportation Commission, a fully-executed copy will be returned for the City's permanent records.

This project is high on our list for necessary improvement and is currently scheduled for contract at our March 27 bid opening. If you concur in this proposal, we would certainly appreciate any action you may be able to take in expediting this matter. Advertisement for bid should be published March 6.

Thank you in advance for your cooperation in this matter.

Very truly yours,

GEORGE N. HOPKINS
Project Development Engineer

By

Mainor

Mainor C. Holmes
Office Engineer
County-City Unit

MCH:scr

Enclosure

bc: E. S. Hunter
J. B. Boyd
J. H. Versteeg
C. T. Keasey
C. O. Fredrickson
D. E. Swan

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

1E

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 24-1486

Salem, Oregon

February 19, 1975

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Chemawa Road-Hayesville Sec.
Pacific Highway East

TO: Hal Versteeg
ROAD DESIGN ENGINEER

REFERRED TO

Beard — Reed
Cole — 1 Sample
2 Eriksen F.E. — Watson
Hager — Wolfe
Return (Discuss) Do File Copy Due
BY FINAL DESIGN ENGINEER

Recently, your office arranged for the graphic section to prepare two typical sections for use in discussions before the SATS Technical Advisory Committee. These sections both depict the maximum level area adjacent to the curb before the slopes are started and extend to the right-of-way line.

From the comments received at those meetings, it would be appropriate that our grading reflect the maximum slightly sloped area adjacent to the curb that is continuously possible. The previously described typical sections indicate this width as 11-feet.

Please arrange for the typical on the plans to reflect this change. It should not add any particular quantities to the project as any excavation grading is light and there is excess fill.

1 J
2 T

GWW/elk
cc: Victor Wolfe
Ken Wolfe

Frank please discuss with Wolfe the
Wolfe called Wimer. We will revise our typical
Section to show as much width a possible.
T.

8273

R

PRO-6-2

February 11, 1975

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rullen
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Priority Primary project:

Item No.	Project No.	Section Name & PHRS No.
1	FF-19(6)	Chemawa Rd.-Hayesville Intchge. Sec. (Enclosed is a copy of April 10, 1970 approval letter)

Enc.

cc: D. E. Swan

JG:js

8273

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 31, 1975

In reply refer to: 1041DB

SUBJECT: Oregon Project RF-19(6)
Chemawa Road-Havesville Interchange Section
Shoulder Widths

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in the proposed reduction in shoulder width from 10 ft. to 8 ft. on the subject project for the reasons set forth in Mr. Rulien's January 20, 1975 memorandum.

NOTE.
E. S. HUN

for G. L. Green

2-5-75
cc: Rulien
Versteeg

RECEIVED
STATE HWY ENGR
FEB 4 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | Eng

RECEIVED
FEB 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

January 20, 1975

TO: Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM: L. W. Halien
Project Management Engineer

SUBJECT: ~~Chemawa Road-Keyesville Interchange~~
Pacific Highway East
Marion County
Project No. FF-19(6)

The subject project is scheduled for the February 27, 1975 bid letting on the priority primary system to provide for widening this heavily traveled system of the Pacific Highway East to four lanes. The proposed improvement is classified as a non-major action.

Due to rapidly spiraling inflation coupled with reduced revenues, we have had to examine all of our projects to attempt to keep the cost of improvements within available funds. Consequently, we have been in the process of downscoping standards where possible in order to construct as many miles of needed highway improvements as possible.

The subject project was originally designed to include 10-foot shoulders. This is mentioned in the environmental assessment in which you concurred. We now request your concurrence in the reduction of the shoulder width from 10 feet to 8 feet. The reduction in shoulder width is compatible with adjacent sections. The project as modified will provide a substantial safety improvement over the existing facility.

cc: R. S. Hunter
J. H. Versteeg
C. O. Fredrickson
D. H. Swan

DES:ljt

8273

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 29, 1975

NOTED
E. S. HUNTER

Utilities Department
City of Salem
555 Liberty Street, S. E.
Salem, Oregon 97301

Attention: Mr. John Geren
Director

Re: Chemawa Road
Hayesville Interchange Section of 99E

Dear Mr. Geren:

A letter from Mr. Van Wormer dated January 21, 1975 indicates that you desire clarification of two provisions in the proposed agreement dealing with this project.

Adjustment of manholes is normally performed by the contractor as a bid item in order to avoid the possibility of conflict in work schedules of City forces and the contractor. Utility adjustments are coordinated by the Region Utility Engineer.

Paragraph 8, page 4 is a relatively recent addition to our standard clauses pertaining to utilities and is required in order to comply with the provisions of the Federal Highway Administration Policy and Procedure Memorandum 30-4.1. A copy of "Accommodation of Utilities" is enclosed for your reference. This procedure is required on all Federal Aid Highway System projects.

RECEIVED
JAN 29 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8273

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 29, 1975

NOTED
E. S. HUNTER

Utilities Department
City of Salem
555 Liberty Street, S. E.
Salem, Oregon 97301

Attention: Mr. John Geren
Director

Re: Chemawa Road
Hayesville Interchange Section of 99E

Dear Mr. Geren:

A letter from Mr. Van Wormer dated January 21, 1975 indicates that you desire clarification of two provisions in the proposed agreement dealing with this project.

Adjustment of manholes is normally performed by the contractor as a bid item in order to avoid the possibility of conflict in work schedules of City forces and the contractor. Utility adjustments are coordinated by the Region Utility Engineer.

Paragraph 8, page 4 is a relatively recent addition to our standard clauses pertaining to utilities and is required in order to comply with the provisions of the Federal Highway Administration Policy and Procedure Memorandum 30-4.1. A copy of "Accommodation of Utilities" is enclosed for your reference. This procedure is required on all Federal Aid Highway System projects.

RECEIVED
JAN 29 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Should any further questions arise concerning utility installations within state highway right-of-way boundaries, please contact Mr. Jim W. Valentine, Regional Utility Engineer, East Salem Highway Building, telephone 378-2626.

We appreciate your interest and cooperation in matters of mutual concern.

Very truly yours,

G. N. HOPKINS
Project Development Engineer

By

Mainor C. Holmes

Mainor C. Holmes
Office Engineer
County-City Unit

MCH:scr

Enclosure

cc: B. T. Van Wormer
Director of Public Works

bc: [illegible]
J. H. [illegible]
Jim Chidsey
J. W. Valentine

F. Terpin

FORM 81.7J4.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 24-1486-901

Salem, Oregon

January 27, 1975

FROM: K.D. Wolfe
RESIDENT ENGINEER

TO: C.O. Fredrickson
REGIONAL ENGINEER

SUBJECT: Chemawa Rd.-Hayesville Interchange
Pacific Highway East
Marion County

REGION 2 ENGINEER
RECEIVED
JAN 30 1975
RE | PCE | UME | RTE | HOE | ULE | GEO | RSO | RCC | RFE

REFERRED TO BY FINAL DESIGN ENGINEER
Beard | Reed | Cole | Sample | Erikson | Watson | Hager | Wolfe | Nanum | Discuss | Do | File Copy | Due

For your information, I have reviewed the preliminary plans for the above project and have discussed (on 1/24/75) the following items with Mr. Fred Erickson of the Design Department.

1. As you requested, I brought up the matter of a separated bikeway behind the curb versus the bikeway between the curb and travel way. Fred gave me the impression that this had been discussed and a final decision made.
2. I suggested the sidewalk (A.C.) on the left should be extended far enough north to serve the Hayesville Market.
3. Existing ground line has no notation as to where it is.
4. "G" line existing ground profile does not appear to cooincide with main line at the crossing station.
5. Inlet left of 345 should be "D" type to fit existing ditch on Hazel Green Road.
6. No provision for existing storm drain from mobile home park in S.E. quadrant at Hazel Green Road.
7. "Larch Street" left of 349 appears to have County Road status and possible would require wider approach with curb radii?
8. Throughout full length of project, no provision for picking up surface drainage behind sidewalks or curbs if lay of land drains toward highway.
9. No stage construction plan provided and understand that Fred is working one up.
10. Specifications should include limit to amount or length of roadway contractor can tear up at any one time because of business and private accesses and disruption of existing drainage facilities.
11. Numerous existing approaches and proposed locations do not appear to coincide. Considerable development and changes have apparantely been made since the original location was made. This may cause conflicts with utilities and proposed drainage.
12. "As Constructed" plans should be checked, if not already done, to insure that the existing 21" sewer pipe shown across Lancaster Drive was actually built as shown.
13. No provision made for hooking up the existing 12" paralelling Blossum Drive. It reportedly drains to the east.

RECEIVED ROAD DESIGN SECTION
1 Vorstag 2 | A Olsen | Trail | Approval | Sewer Hookup | Do not file | Return To | Dirty Up | Other
2 Tuttle 1
3 Swenson | R. Olsen

cc Ken Wolfe Suggest you start reviewing item #11 starting with Dave Terbell and access control list.
A Nemier

(continued)

cc Frank Terpin ✓

C[illegible]awa-Rd.-Hayesville
Pacific Hwy. East
Marion County

14. Curb depressions called for left and right of 410+02 - 414+50 should be type "A-1" as they are in sidewalk areas the same as all other approaches.
15. Existing curbs and sidewalks left of 416-420 area do not line up and more than likely do not fit the new design. No provision or note on plans as to their disposition. They are possibly outside the normal construction area.
16. An item not mentioned to Fred: the existing sidewalk on the right of "A" line in the 422+50 - 425 area is outside the existing fence and is destroyed from being plowed against and is grown over. If it is to be perpetuated, it should be resurfaced and protected by a second fence.
17. Already mentioned by Bill Sample but not on the plans are wheelchair ramps at intersections. Also, where sidewalks are not being constructed, should there still be ramps for the future?

Many of the above listed, treated individually, might be considered insignificant, but if they occur in several places, it could add up to a lot of extra or price agreement work. Without having center line on the ground or a roll of cross sections to look at, many of the items are only a question mark. Another area not covered in the preliminary plans is temporary protection and direction of traffic. A well thought out plan laid out in the plan sheets and special provisions will provide the most effective tool in enforcing good traffic control while everything is torn up.

8273

Thomas Usher

CITY OF SALEM OREGON
City Hall - Civic Center Library
Zip Code 97301
DEPARTMENT OF PUBLIC WORKS

January 21, 1975

Mr. Don Harwell, County/City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Mainor C. Holmes, Office Engineer
Subject: Chemawa Road/Hayesville Interchange Section of 99E

Dear Mainor:

NOTED
E. S. HUNTER

The plans you sent me were reviewed by the following people:

John Geren, Utilities Director
Forrest Jones, Maintenance Superintendent
R. S. Moore, City Manager
E. A. Sigurdson, City Engineer
Russ Richards, Parks Planner
Bruce Phelps, Transportation Coordinator
S. Douglas Van Dyke, Traffic Engineer

NOTED
E. S. HUNTER

These are their comments and suggestions:

Flashing beacon should remain at the intersection with Lancaster Drive.
Will street lighting be installed by the state as part of the job?
A bike route should be built along the east side of the street to conform with State Bikeway Standards.
Sidewalks built within the city limits should be Portland Cement Concrete.

99E is a major entry way into the City of Salem. Landscaping should be included throughout the length of the job to beautify this gateway to the city.

Under the terms of Paragraph 4, "Things To Be Done By The City", it appears that rebuilding or adjusting the manholes is required of the city but the plans indicate these are to be done by the contractor. This point needs clarification.

Mr. Geren, our Utilities Director, also does not understand the meaning of Paragraph 8, Page 4, regarding adoption of a city utility policy. He would

cc: E.S. Hunter
J.H. Versteeg
Jim Chidsey

RECEIVED
JAN 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
COUNTY & CITY SECTION
JAN 23 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

like to be kept informed of any requirements of this provision.

Please send along the amended plans to us and we can then seek Council resolution of approval.

Very truly yours,

B. T. Van Wormer

B. T. VAN WORMER
Director of Public Works

BTV:bg

cc: R. S. Moore, City Manager
William Juza, City Attorney

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 16, 1974

FILE:

FROM: W. H. HASKIN
Property Manager

TO: Mr. J. H. Versteeg
Design Engineer

B U I L D I N G

SUBJECT: Chemawa Rd.-
Hayesville Sec.
Pacific Highway West
Marion County

CONTRACT LETTING - February 27, 1975

The contractor should remove the following improvements as part of the contract:

File	Name	Location	Improvements
43773	School Dist. 24CJ	420+00R	School Building

WHH:sn

cc: J. B. Boyd
J. R. Oakes
Duane Ridings
L. W. Rulien
C. O. Fredrickson
Rod Henry
Jess Barton
C. G. Swenson
Trial Section

1 Versteeg
2 A. Olson
Terpin
Scott
Copy Swenson
R. Olson
Trout

RECEIVED
DEC 16 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receive
Do
Ret
Bring
Other

1E

Salem, Oregon
December 9, 1974

Frank E. Terpin F.E.T.
Final Design Engineer

Victor D. Wolfe
Location Engineer

Chemawa Road-Hayesville Sec.
Pacific Highway East
Marion County

This project has been brought forward, appearing on the new schedule for the February 27 contract letting. Please review the proposed typical section 16 foot median, four 12 foot travel lanes and two 10 foot curbed parking lanes for possible downscoping.

The present ADT between Chemawa Road and the Hayesville Interchange is 10,200 and the 20 year projection 19,380.

✓ Verstaeg	RECEIVED	Requires Reply ☐
A. Olson		Requires Approval ☐
Terpin		Receiver Keep
Scott	DEC 9 - 1974	Do not File
Swenson		Return
R. Olson	ROAD DESIGN SECTION	Bring Up ___/___/___
Trout		Other

FE:we
cc: C. O. Fredrickson
Fred Eriksen

8273

1E

1 Versteeg
A. Olson
2 Tarpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 9 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

October 9, 1974

Clark & Groff Engineers, Inc.
3276 Commercial S.E.
Salem, Oregon 97302

Attention: Mr. Dennis Robertson

Dear Mr. Robertson:

Re: Preliminary Plans
Chemawa Rd.-Hayesville Int. Section
Pacific Highway East

In response to your recent request here is a set of preliminary plans - subject to change - on this project.

As you probably know the area from Hazel Green Road northerly to Labish Village is an old lake bed and is very unstable. Highway roadbed settlement has been a continual problem over the years. The proposed treatment of a surcharge, as shown on these plans in this area, is very tentative and subject to much more study. The grade line of the future highway is also very tentative and subject to much more study.

Please keep these facts in mind as you consider the future highway project in relation to your proposed work. If we can be of further service, please contact us.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh

bc::Floyd Lacey

8273

R

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem 97310

Apr. 9, 1974

FILE:

FROM: John R. Oakes
Assistant R/W Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: File 43765 - Zielinski
Chemawa Rd-Hayesville Section
Pacific Highway East
Marion County

The original and two copies of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from the present owners of the abutting property.

This property is located North of Hayesville Drive on West side of the highway. Access control was purchased in 1971.

The present owners have requested this indenture to better serve his property.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

Attachments

4-10-74
orignal + attachments
to John Oakes

RECEIVED
APR 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

...t L. Schwabe

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

RECEIVED
DEC 17 1971

Cross Referenced To:

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. BRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. McCULLOCH
FRANK C. McKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA M. SORENSEN
ASSISTANT ATTORNEYS GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

December 15, 1971

Mr. John L. Schwabe
Attorney at Law
12th Floor
Standard Plaza
Portland, OR 97204

Re: Foster & Kleiser Sign
Chemawa Road - Haysville Section
Pacific Highway, File 17599

Dear John:

Following our recent telephone conversation, I looked up the above file to determine the nature of the claim which you indicated Foster & Kleiser had against the State Highway Commission for the relocation of a sign. It appears from the file that rather than buy the sign, it was mutually agreed that Foster & Kleiser could move the sign and that we would pay the relocation costs pursuant to the 1968 Relocation Act. Based on this understanding, your client moved the sign to another location and, according to your client, in order to properly display the sign, they placed it on 24-foot pilings as versus the original sign which was only 4-feet above the ground. Primarily, as a result of these added pilings, and the costs thereof, including added construction work, it cost $2,316.32 to move and reconstruct the sign.

State Highway had obtained an estimate from a sign removal company indicating that the cost of relocating the sign to the new location would be $748.00. As a result, the Highway Commission offered to pay your client the sum of $750.00 for the relocation. This offer was rejected and your client then requested to appear before the Appeals Board in order to reverse the Right-of-Way Division's position.

After the hearing on January 7, 1971, the Division Engineer of the Federal Highway Administration was advised so that a determination could be made as to whether or not the added height and cost could be paid under the relocation terms. The Federal Highway Administration subsequently advised the Highway Division that the added height of the structure constituted an addition, improvement, alteration or other physical change and as a result they could not participate in

ROUTED TOM EDWARDS

these alterations or changes under the Federal rule set forth in IM 80-1-68. On March 22, 1971, Mr. Lindas advised your client that while we were willing to pay them the sum of $750.00, we could not pay the full cost of relocation which included the additional sum for raising the sign to a height of 24-feet.

For your information, I am enclosing a copy of page 25 from the FHWA's rules and regulations for relocation under the 1968 Act. This is the IM 80-1-68 paragraph 17i. You will note from the regulation that the costs of relocation do not include additions, improvements, alterations or other physical changes in or to any structure. At this point, if the Highway Commission were to pay your client the sum he claims, the Federal Government would not participate in any payment in excess of $750.00.

In view of the above, it appears that the only remedy your client may have to recover what he claims to be his cost of relocation, would be to bring a suit to collect the difference between the $750.00 and the $2,316.32.

In the event they should elect to bring suit, it would be best to bring it in the United States District Court so that the Federal Highway Administrator can be named as a party defendant. As for the State, we would waive any jurisdiction problem with the Court so that the interpretation of the Federal rules and Federal act could be accomplished by a Federal Court rather than a State Circuit Court. It would likewise be of assistance to us, in the event the Federal judge should rule against the Federal Highway Administrator's decision, to collect Federal participation.

I trust the above will be of assistance to you, and we would appreciate being advised as to your decision.

In case I don't have any more communications with you before Christmas, I would like to take this opportunity to wish you, and your family, as well as the other members of your firm a very Merry Christmas and prosperous New Year, so long as the prosperity is not totally dependent upon my client.

Very truly yours,

LEE JOHNSON
Attorney General

Frank C. McKinney
Assistant Attorney General
Trial Division

FCM:mjg
Enclosure
cc- L. I. Lindas
D. H. Moehring
J. J. Smith
Wallace Carpenter
Tom Edwards
Robert E. Simpson
Barry Rutledge

RECEIVED
DEC 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8373

RECEIVED
MAY 13 1971
UTILITY UNIT

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

May 11, 1971

Northwest Natural Gas Company
3123 Broadway N.E.
Salem, Oregon 97303

ATTENTION: Mr. Robert M. Leidig

Re: Relocation of Gas Regulator
Chemawa Road-Hayesville Section
Pacific Highway East
Marion County
R/W File No. 43762

Gentlemen:

Reference is made to your letter of January 12, 1971, which submitted a sketch and justification for a larger regulating site to replace the existing site located at the intersection of Blossom Drive and Pacific Highway East.

It has since been established that the access control line cannot be violated to provide access to the proposed regulator site at the northwest corner of the intersection of Pacific Highway East and Chemawa Road. An alternate replacement site is proposed at the southwest corner of the intersection of Pacific Highway East and Chemawa Road, as shown on the attached sketch. As noted, the State's proposed drainage can be altered to clear this site.

Fee title to the altered site cannot be obtained for Northwest Natural Gas Company, but an X Permit can be issued which would give your Company a reimbursable right in the land occupied by your regulator.

Please advise this office if the altered regulator site and proposed X Permit is acceptable at the earliest possible date, so that we may proceed with the acquisition of the right of way for the proposed project. If further information or assistance is required, please contact this office.

RECEIVED
MAY 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
D. H. Moehring
R. D. Asburry
Art Duffy
F. W. Sugnet
R/W File No. 43762

8273

RECEIVED
MAR 22 1971
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
March 18, 1971

SUBJECT: Chemawa Road-Hayesville Sec.
Pacific Highway East
Marion County

To: Mr. T. W. Litchfield
R. R. Utilities Engineer

C O N S T R U C T I O N

Following is the status of the files needed by the Utilities so they may relocate their facilities prior to the construction on the above project.

Telephone Company East side of highway: File 17595 has been filed upon. Whenever you need possession, please notify us so that money can be paid into court.

File 17596 was filed upon but it was necessary to take a voluntary nonsuit. We will refile on this as soon as possible if you request it.

File 43767: We understand an option has been signed and is in the mail.

File 43768: We have an option which will be on the Commission Resolution for March 30, 1971.

Telephone Company West side of highway: File 17596 as above.

File 43765 has been settled.

File 43769 has been optioned.

File 43773 - The School District. We understand the attorney for the school district is trying to clear a complicated title problem. We have made no attempt to clear this file pending his success.

Gas Company: File 43756 has been filed. If you need possession, please notify us so that we can deposit the required funds.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

JRO:ph

cc F. B. Klaboe, Art Duffy, Dave Moehring, F. T. Lacey, Rod Henry, Armand Riveness

2273

R x

RECEIVED
MAR 18 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1971

To: Frank Hall
DESIGN ENGINEER

SUBJECT: Pacific Northwest Bell Co.
Telephone Line Adjustment
Chemawa Road-Hayesville Section
Pacific Highway East

On January 22, 1970, preliminary plans were sent to the Pacific Northwest Bell Telephone Co. stating that the tentative schedule called for the letting of bids on the project was to be September 3, 1970.

On the basis of this letter the company ordered cable for the project. This cable was stockpiled in Portland during March, 1970. It was their desire to make the relocation as soon as the right of way was obtained.

Mr. Harry J. Kurtz, Supervising Engineer for Pacific Northwest Bell Telephone Company has made inquiries through Region Two Utilities Engineer Fred Sugnet regularly during the last months as to the status of the right of way because the home office requested him to release the stored cable for other projects.

Mr. Rod Henry, Right of Way Supervisor, Region Two, has been questioned by Sugnet each time Mr. Kurtz called. He informs us that the State does not have four properties on the easterly side; The Frey R/W 17596; The Jarms R/W 17595; The Stafac Inc. R/W 43767; and the Shell Oil Co. R/W 73768; and cannot say when these properties will be available.

As the company does not desire to obtain permission to cross these properties itself and the State is not in position to give a go ahead with the work and our project was placed in a later category, Mr. Kurtz was advised we could not insist the cable be retained for this relocation.

R. D. Asburry
REGIONAL ENGINEER

by Gerald W. Wimer

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc
cc: F. B. Klaboe✓
Dave Moehring
T. W. Litchfield
Rod Henry
Art Duffy
F. T. Lacey

8273

JAN 25

RP

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon 97301

File 17599 –
Big "C" Stores
Chemawa Road –
Hayesville Section
Pacific Highway East
Marion County

Dear Mr. Simpson:

An appeal was received from the Foster and Kleiser Sign Company for the moving amount on the subject file. The request for appeal indicated that Foster and Kleiser was not satisfied with the $750 figure offered by the State to relocate advertising signs on the subject file, and company officials decided to appear personally before a meeting of the Appeals Board.

On January 7, 1971, the appeal was heard by the Board, consisting of Mr. Lindas and myself. Foster and Kleiser was represented by Mr. W. A. Barber and Mr. Larry Bulling. Also present at the hearing were Messrs. Berry Rutledge, Regional Counsel, and Joe Schutz, Regional Relocation Officer, of the Federal Highway Administration.

Attached is a copy of the transcript of the appeal hearing, along with a copy of the Foster and Kleiser bill for moving the signs, a sign appraisal done by Mr. Harold Harstick of the Oregon Highway Division, and a copy of the permit for the sign issued by the State Bureau of Labor [the permit is a part of the Harstick appraisal].

The sum and substance of the appeal hearing can be reduced to the following question: On an advertising sign relocation, is the sign owner entitled to have his signboard moved in such a manner and to such a location as to replace his income?

In the case at hand, the sign appraisal done by Mr. Harstick was made on the basis of moving the sign back on the property owner's remainder. We were advised during the course of the hearing that the owner of the property would not give the sign company a lease on his remaining property; therefore, the sign company negotiated a new lease in the same area of Salem [in order that it might maintain the same market coverage], and in so doing it was necessary to construct the sign much higher off the ground. The cost of erecting the sign at the new location was therefore considerably more than Mr. Harstick indicated in his appraisal.

The Foster and Kleiser Company is a part of the National Sign Industry and is quite familiar with and probably instrumental in getting signs into the area of the relocation part of the 1968 Highway Act. Circular Memorandum 34-10 dated July 6, 1970, Subject: Relocation Assistance -- Advertising Signs, provides for the removal and relocation of the sign ". . . to the nearest available comparable site where a sign may legally be located . . . being limited to the cost of moving a distance of 50 miles.". In this particular situation, the spacings along Highway 99E were such that all of the spacings under the Oregon statute were used in the immediate area; therefore, the sign was moved to a location along Lancaster Drive, a county road in the area.

The question which needs to be answered in the Circular Memorandum is that of a definition of "comparable site". Does "comparable site" refer to a comparable site for income purposes, or does it refer to a comparable site with consideration being given only to topographic features of the area?

Would you please provide an answer on this matter, as your answer will serve as a guide for all future sign relocations. Mr. Rutledge and Mr. Schutz were present at the hearing and are, therefore, familiar with the problem.

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachments
cc R. L. Porter
F. B. Klaboe
V. E. Skoog
Tom Edwards
L. H. Young
M. R. Mitchell

RECEIVED
JAN 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8273

RECEIVED
NOV 23 1970
FOR FILING

R/

HQ

9-30-10

MISC. CONTRACTS and
AGREEMENTS No. 4076

October 5, 1970

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

Attention: T. Harold Tomlinson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of illumination at the intersection of the Pacific Highway East and Lancaster Drive.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.
cc F. B. Crandall
(conf. agree. att.)

827.3

Files RP

DATE SEP 14 1970

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 8, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabzuba
copy-Johnson ✓
Edlefsen ✓
9-10-70

SUBJECT: Oregon Project F-19(-)
~~Chemawa Road~~ - Hayesville Section
Illumination of Lancaster Drive Intersection

The preliminary plan for illuminating the intersection of the improved Lancaster Drive with Pacific Highway East as submitted with Mr. Merchant's August 14 letter has been reviewed and is approved.

There is adequate warrant for the illumination of this intersection.

Young 9-[illegible]-70

9-11-70
Copy to Merchant
"Proceed with design".

RECEIVED
SEP 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A E Johnson

RECEIVED
AUG 19 1970
STATE OF OREGON

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 14, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Mr. Simpson:

Illumination
Lancaster Drive Intersection
Chemawa Road-Hayesville Section
Pacific Highway East

Attached are two prints each of the preliminary illumination plan and 1970 ADT for the Lancaster Drive Intersection in the Chemawa Road-Hayesville Section on Pacific Highway East.

The County is illuminating Lancaster Drive up to Pacific Highway East using 1000 watt clear mercury, type III luminaires mounted on the power company's poles. Their installation is illuminating the roadway to 1.5 foot candles.

The present interchange is partially illuminated on wood poles, which will be removed under the widening of Pacific Highway East to four lanes in this contract. We intend to illuminate the intersection to approximately 1.4 footcandles at a uniformity ratio of 2:1 with 1000 watt clear mercury, type III luminaires mounted on 50 foot break-away steel poles as shown on the attached drawing.

There are several factors which warrant this intersection to be illuminated: First of all is that the County is illuminating Lancaster Drive to a high level up to the intersection. This will tend to blind the traffic on Pacific Highway East. Secondly, after the completion of the two contracts both roadways will be four lane in a non-signalized intersection with left turn cross-traffic movements and storage areas.

RECEIVED
SEP 3 - 1970

NOTED
A. E. JOHNSON

With the above conditions and heavy and moderately fast traffic it is necessary in the interest of safety to illuminate this intersection in the manner shown.

The estimated cost of this illumination project is $23,600 which includes engineering and contingencies.

We are submitting this plan to you for your approval and comments. It is intended to open bids on this project at our December 3, 1970 bid opening.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

DOC/ag

cc: A. E. Johnson
V. E. Skoog
L. H. Young
L. E. George

RECEIVED
AUG 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEPT
SEP 3 - 1970
FOR FILING

Const
R/W
Pac Hwy E

September 3, 1970

Chemawa -
Hayesville

Oregon State Highway Commission

Gentlemen:

An agreement has been executed by Marion County covering the installation of illumination at the intersection of the Pacific Highway East (US99E) and Lancaster Drive in Marion County.

This agreement provides that the State shall do the work of the project at an estimated cost of $13,000. This installation is a part of the overall construction project on the Chemawa Road-Hayesville Section. The County is to assume all costs of maintenance and power consumption.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the September 29 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
V. E. Skoog
R. N. Bothman
H. S. Cox
J. J. Gix
R. D. Asburry

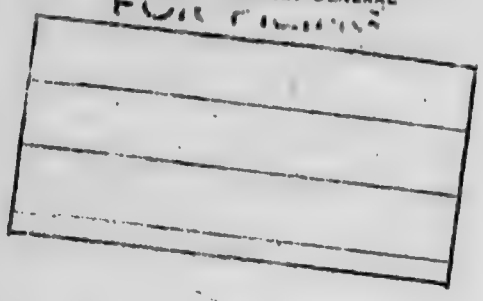
VPJ:njc sr

3272

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL
FOR FINANCE

RECEIVED
JUL 23 1970



DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

July 3, 1970

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

J. BRADFORD SHILEY
ASSISTANT CHIEF TRIAL COUNSEL

WALLACE CARPENTER
LEONARD I. LINDAS
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. MCCULLOCH
FRANK J. MCKINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Barry Rutledge
Regional Counsel
222 S. W. Morrison
Portland, Oregon 97204

Re: File No. 17599, Foster & Kleiser Sign Relocation
Chemawa Road-Hayesville Section of Pacific Highway East

Dear Barry:

On June 24, 1970, I wrote to you with respect to a question which had been asked by the Foster Kleiser Sign Company concerning federal reimbursement for the relocation of their signs as personal property.

The above file brings this matter into focus rather rapidly. We have awarded a contract on the above mentioned section of the Pacific Highway East and the signs must be down or moved no later than July 19 so the contractor can proceed.

Foster and Kleiser had a month to month lease with Bazar, Inc. (formerly Big "C" Stores, Inc.) on property they owned and then we acquired for highway right of way. Bazar was given the usual 90 day notice for possession and on April 21, 1970, wrote to Foster and Kleiser giving them 30 days within which to remove their sign and restore their property to its original state. A copy of the April 21 letter is enclosed.

On June 19, 1970, Virgil P. Wilson, our Right of Way Agent who is handling the file, wrote to Foster and Kleiser notifying them that the State had purchased a portion of the Big "C" property and again notified them of the terms of their sign lease and requested the sign be removed within 30 days from the date of his letter or it would be demolished by the contractor. A copy of Mr. Wilson's letter of June 19 is also enclosed. On June 25 Foster and Kleiser wrote to Mr. Wilson and in essence made a claim for the cost of relocation on the basis that the sign was personal property and entitled to relocation under the Federal Aid Highway Act. A copy of the Foster and Kleiser letter is also enclosed.

We would, therefore, appreciate as early as possible any decision you can obtain for us. We will then advise Foster and Kleiser that either (1) their sign is eligible as personal property, (2) their sign is not eligible and they must therefore remove the same at their own cost under the lease or that if they don't move the sign by July 19 our contractor will take possession of the same, which means that the sign will be salvaged by the contractor.

We realize that you are extremely busy but believe these letters bring into rather strong focus the question originally asked by Foster and Kleiser. We will almost have to afford them some type of an answer because we do not wish to physically destroy their signs and then be involved in another relocation case plus the value of the signs.

Very truly yours,

LEE JOHNSON
Attorney General

Frank C. McKinney
Assistant Attorney General
Trial Division

FCMcK:hg
Attachments

cc: Mr. R. L. Porter
Mr. L. I. Lindas
Mr. R. E. Simpson
Mr. C. J. Mathias
Mr. D. H. Moehring
Mr. J. J. Smith
Mr. Virgil Wilson

RECEIVED
JUL [illegible]
OFFICE OF
STATE PUBLICITY ENGINEER

8273

RECEIVED
JUN 26 1970
FOR FILING

R1

Salem, Oregon
June 24, 1970

Mr. L. E. George
Operations Engineer
Traffic Division

Illumination
Pacific Highway West
at Lancaster Drive

Re your letter of June 24 on the above subject, a minimum of lighting at the intersection should be carried in the plans as a part of the contract project.

An agreement should be executed with Marion County to put the luminaires into the County's lineal illumination.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
R. D. Asburry

FORM S-80 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1970

To:
Tom Edwards
Assistant State
Highway Engineer

B U I L D I N G

SUBJECT: Illumination
Pacific Highway East
at Lancaster Drive

There is attached correspondence from the Division office on the above subject.

With the County lighting Lancaster Drive up to the highway, it would seem mandatory that we light the intersection. The estimated cost of lighting is $15,000. It is presumed that the County would be asked to pay the power costs for such illumination.

L. E. George
Operations Engineer

VPJ:bls
Attachment

RECEIVED
JUN 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

24-14[illegible]86

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

JUN 1 1970

TRAFFIC L...

Salem, Oregon
June 15, 1970

To: F. B. Crandall
TRAFFIC ENGINEER

SUBJECT: Illumination & Flasher
Pacific Highway East at Lancaster Drive

Upon completion of the Pacific Highway East-Ward Drive Section of Lancaster Drive, the County plans on installing lineal illumination on Lancaster Drive right up to the Pacific Highway East.

At present, on US99E at this intersection we have four luminaires and a flashing beacon. We will adjust these installations to temporary locations as the job proceeds.

The Chemawa Road-Hayesville Interchange Section of the Pacific Highway East is scheduled for the October 15, 1970 letting. The plans do not show either the illumination or the flashing beacon. I feel that such a plan should be developed. There is a bit of a question as to whether or not the intersection should be illuminated. It is an urban intersection of the type that we generally do not illuminate. However, it is presently illuminated and Lancaster Drive soon will be. A dark intersection preceding an illuminated area would not be too desirable.

Would you please study this matter and arrange to have a plan developed if you find a need.

R. D. Asburry
R. D. Asburry
DIVISION ENGINEER

RDA/rdt/cg

cc: F. T. Lacey - This was prompted by Bill Lehman.

NOTED
L.E. GEORGE

NOTED
TRAFFIC CONTROL
ENGINEER

2273 RECEIVED JUN 1 - 1970 OR FILING

R 4

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 28, 1970

Northwest Natural Gas Company
3123 Broadway, N. E.
Salem, Oregon 97303

ATTENTION: Robert M. Leidig
District Engineer

Re: Relocation of Regulating Facility
Chemawa - Hayesville Section
Pacific Highway East
Marion County

Gentlemen:

Reference is made to your letter of May 21, 1970, which requested the State to acquire a 15 x 25 foot parcel of property in the northwest quadrant of the intersection of Chemawa Road and Pacific Highway East for the relocation of your regulating facilities, presently located at the intersection of Blossom Drive and Pacific Highway East, which conflict with the proposed construction of the subject project.

Before the State can proceed with the acquisition of this replacement site, a justification is required as to the necessity for the additional size, 375 sq. ft., over the existing site of 96 sq. ft.

A detailed drawing showing the facilities presently located at Blossom Drive and a drawing showing the facility, including land area, that would replace the function of the Blossom Drive regulator is also required to support your justification.

Your earliest attention to this matter will be greatly appreciated. If further assistance is required, please contact Mr. Fred W. Sugnet or this office.

Very truly yours,

F. D. Morgan
Construction Engineer

NO
F. B. KL

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
R. D. Asburry
Art Duffy
F. W. Sugnet

RECEIVED
JUN 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

6273

RECEIVED
APR 16 1970
FOR FILING

R 1

3313

April 15, 1970

Mr. W. J. Kvarsten, Director
Mid Willamette Valley Council
of Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

Dear Mr. Kvarsten:

Thank you for your April 10 letter approving the widening of US99E between Hayesville and Chemawa Road.

This Division is available on very short notice for a meeting with the Council of Governments and the City of Salem. If you will let us know a day or so in advance, I am sure we can meet at your convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
R. D. Asburry

RLP:ms fn

Porter

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574

April 10, 1970

Mr. Forrest Cooper
State Highway Superintendent
Highway Division
Salem, Oregon 97310

Dear Mr. Cooper:

This letter is in reference to the question of highway construction within the Salem urban area and deals with the proposed four-laning of Pacific Highway East (US 99E) from Hayesville to Chemawa Road.

As you are aware, we have discussed with Mr. L. H. Young and Mr. Robert Logan the fact that the extension of the South Commercial-Liberty Street couplet is designated as Project #3 in the recommended project schedule following only the proposed new river crossings, and have discussed possible action on the couplet prior to the widening of US 99E.

Unfortunately, the South Commercial-Liberty Street project will be a complex undertaking, with difficult design and right-of-way acquisition problems and I suspect that we might well be three years between initial design and actual construction on this particular project.

Accordingly, we would urge that the State proceed with plans to four-lane the US 99E facility. At the same time, I would recommend that preliminary design studies be initiated on the South Commercial-Liberty Street Extension. This facility is the No. 1 street project on Salem's recently completed capital improvements program and it is anticipated that a fiscal proposal will be presented to the voters this Fall to help fund the local share. I would also urge the Highway Division to initiate preliminary studies on other high-order projects in the SATS listing.

Looking to the future, I would deeply appreciate an opportunity to meet with you and officials of the City of Salem to discuss in more depth Salem's future plans for providing their local share of several projects within the City which projects would also require a substantial commitment from State Highway funds.

Very truly yours,

W. J. Kvarsten, Director
Mid Willamette Valley
Council of Governments

RECEIVED
APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Pat McCarthy
John Anderson
L. H. Young
Robert Logan
R S. Moore
B. T. VanWormer

8273

RECEIVED
APR 1 - 1970
FOR FILING

K V

March 31, 1970

3313

Mr. W. J. Kvarsten, Secretary
Marion County Planning Commission
Room 19, Marion County Courthouse
Salem, Oregon 97301

Dear Mr. Kvarsten:

In response to your letter of March 23, we are sending you what maps we have available at this time delineating right-of-way along Highway 99E in Marion County.

1. Right-of-Way Map of Chemawa Road-Hayesville Section. This is the map that shows the proposed right-of-way that we are purchasing at this time for this unit.

2. Brooks-Chemawa Road Section. This map shows the proposed right-of-way for the current design. It is possible, however, that a reduction in this right-of-way could be made before the final design is complete. This reduction would probably be very minor.

3. Hubbard-Boones Ferry Road Unit. This map represents the proposed right-of-way as established during the field survey and has not been reviewed by the main Design Section.

Each of these maps has been stamped "Preliminary Copy-Subject to Change" and must be considered as such until the actual construction is completed in each of these areas.

We have more field survey work under way at the present time between Brooks and Aurora but the other units have not progressed far enough to establish any slope lines or right-of-way. What work we have done south of Salem falls in this category also.

Even though these maps are generally preliminary information, it is hoped that they will be of value to you in delineating our future right-of-way needs along Highway 99E in Marion County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
H. S. Cox
D. H. Moehring

DLT:bdr srb Encs.

#I

OREGON STATE HIGHWAY DEPARTMENT

Located Line

CHEMAWA ROAD-HAYESVILLE SECTIOI

PACIFIC HIGHWAY EAST

MARION COUNTY

Scale: 1 inch = 50 feet

Traced by M.L.J. Oct., 1968

GRID BEARINGS - NORTH ZONE

DRG. NO. 9B-5-7

ACCESS CONTROL LINE _____ _ _____ _

NOTE: Coordinates used on this map are on a Local Datum Plane which represents true ground distances. Bearings are Oregon State Grid North Zone. To convert LDP Coordinates to Oregon State Grid North Zone, multiply LDP Coordinates by 0.9998860 .

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574

Routing

Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
MAR 24 1970
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

March 23, 1970

Mr. Fred Klaboe
Assistant State Highway Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The Marion County Planning Commission is in the process of preparing its comprehensive plans and reviewing the special setback lines along the arterial streets and highways.

You may recall that a special setback line of 100 feet from the center line of the existing improvement of 99E was placed along that highway when the area was zoned on an interim basis in 1968. This was prior to the time that a more firm right-of-way line for the widening of 99E had been established by your division.

In view of the more firm right-of-way plans which we understand have been developed, we would like to re-evaluate the 99E special setback lines and to do this we would appreciate having a copy of the right-of-way drawing showing the building locations and the future right-of-way line for that portion of 99E going through Marion County.

We will keep you appraised of any suggested changed in our special setback lines prior to their being made as a formal public recommendation.

South - not done
Hubbard - Woodburn
print to Lacey

Very truly yours,

W. J. Kvarsten, Secretary
Marion County Planning Commission

HGR:jm

RECEIVED
MAR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MEMBER AGENCIES:

STATE OF OREGON • MARION COUNTY • POLK COUNTY • YAMHILL COUNTY • CITY OF SALEM • CITY OF DALLAS
CITY OF WOODBURN • CITY OF SILVERTON • CITY OF McMINNVILLE • CITY OF INDEPENDENCE
SCHOOL DISTRICT 24J • MARION COUNTY FIRE DISTRICT NO. 1

•8273

R

RECEIVED
MAR 3 - 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1970

To:

MEMORANDUM TO THE FILES

SUBJECT:

Chemawa-Hayesville Section
Pacific Highway East
Conference Regarding Adverse Comment

L

As a result of the adverse comment on the subject project (see Mr. Young's memorandum of February 26, 1970), a meeting was held on Friday, Feb. 27, 10:00 a.m. in Mr. Robert Logan's office (Room 320 of the Public Service Building) for the purpose of discussing the status of the subject project. The following were in attendance:

Robert A. Logan, Administrator of Local Government Relations Division, Executive Department
Dave Peterson, Planner, Local Government Relations Division
W. J. Kvarsten, Director, Mid-Willamette Valley Council of Governments
John M. Fulton, Director, Department of Transportation
Ted A. Spence, Program Coordinator, Department of Transportation
L. H. Young, Program and Planning Engineer, Oregon State Highway Division
R. W. Ellison, Asst. Program and Planning Engineer, Oregon State Highway Division

Mr. Logan stated that his "adverse comment" was made because the scheduling of construction for the subject project does not follow exactly the priority list for projects in the Salem area as published in the Salem Area Transportation Study (SATS), Volume 3. Mr. Logan expressed concern because the subject project, which is No. 8 in the SATS priority, is being constructed prior to projects with lower SATS priority numbers.

Mr. Young explained the funding of the projects, the eligibility of projects for funds, and the jurisdictional responsibility for construction of the various projects. Since SATS priority No. 1 (the North Freeway, I-305) is an Interstate project, and SATS priority No. 2

(Mission Street Freeway) is not on the highway system, it became apparent that the objection occurred because the subject project, which is SATS priority No. 8 and a federal-aid primary project, is proposed for construction prior to SATS priority No. 3 (Extension of the S. Commercial-Liberty St. Couplet) which is also a federal-aid primary project.

Mr. Logan indicated that he thought we had reached a long way down into the priority list when we came up with priority No. 8 instead of priority No. 3. Mr. Young pointed out that of the first eight priorities, only Nos. 3 and 8 are eligible for primary funds, thus No. 8 is a project of about the same priority as No. 3.

Mr. Logan contended that since the Highway Division was a partner in making this study, it should adhere to the priority list. Mr. Young pointed out that the study itself states that "This study certainly does not presume to change or usurp the traditional areas of responsibility or the prerogatives of agency officials with regard to either the schedule of facilities or the determination as to how a particular recommended improvement is to be financed. These will be matters which must be determined by the officials of the various agencies charged with such responsibilities."

Mr. Logan requested that the rationale be given on which the Chemawa-Hayesville project was selected over the Commerical-Liberty Couplet. He was advised that:

(1) Selection was made for continuity of improvement between Salem and Portland--the Pacific Highway East being improved from Portland to Canby, this part of the program would continue to close the gap between Salem and Canby.

(2) Funds available (approximately $920,000) would build a meaningful unit on the Chemawa-Hayesville Section, whereas it was doubted if an adequate unit could be constructed on the couplet.

(3) It was pointed out that this was an interim project which was underway prior to the establishment of priorities and would not necessarily fit all A-95 requirements.

(4) It was further pointed out that it would take one year or more to bring the couplet job to the same status that the Chemawa Rd.-Hayesville presently is at, thereby delaying the job a corresponding time.

Mr. Logan asked if it would be possible to delay the Chemawa-Hayesville Section in order to allow construction of the S. Commercial-Liberty St. Couplet first, and set aside money for use when the Commercial-Liberty St. Couplet is ready to be constructed. Mr. Young explained that this is not possible. Mr. Fulton agreed, stating that there are many projects in the state where the money can be used immediately, and that there would be a great uprising if it were known that the state was holding back money to be spent on a project at a later date. Mr. Fulton suggested that perhaps this Notice of Intent should be reviewed by the SATS committee for possible review of priorities.

Mr. Logan then became concerned that if he and COG (represented by Mr. Kvarsten) and SATS should insist on the current priorities, the money now allocated for the Chemawa Road-Hayesville project would be lost to the Salem area.

The meeting adjourned with Mr. Logan's statement that he would write a memorandum to the file covering the subjects discussed.

R. W. Ellison
R. W. Ellison
Assistant Program and Planning Engineer

RWE:ia

cc: R. E. Simpson, BPR
R. L. Porter
F. B. Klaboe
D. J. Barbee
L. H. Young
R. L. Schroeder

8273

RP

RECEIVED
OCT 6 - 1969

October 6, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Chemawa Interchange, Interstate 305
Marion County

A plan has been prepared for an interchange between I-5 and I-305 which incorporates a full complement of ramps to Chemawa Road. Enclosed are two prints each of the plan and profile. Cost estimates of construction, structures and right-of-way are indicated on the plan. This plan is indicated as Alternate 3.

Alternate plans 1 and 2 were submitted earlier with estimates. Plan 1 entailed a half interchange between I-5 and I-305, a full interchange between Keizer Road and I-305 and a half interchange (to and from the south) between I-5 and Keizer Road extended easterly under the Oregon Electric Railroad and I-5. Plan 2 is a full interchange between I-5 and I-305 and a full interchange between Keizer Road and I-305.

In reviewing the three patterns, it appears that they are approximately equal in cost. In reviewing the overall service to the area, our Traffic people indicate that Alternate 1, assuming that Keizer Road is extended easterly to Highway 99E, would give good service from 99E to the CBD and to West Salem via the extended Keizer Road and I-305 and would provide traffic relief to US99E through Salem. The Keizer area would have the most direct connection to I-5 to the south, providing relief to Claxter Road and Verda Lane. Good service is provided from Keizer to I-305 and I-5 northbound and a direct route between Keizer and US99E would exist via the extension of Keizer Road.

Alternate 2 could provide similar service from US99E to the CBD and West Salem when, or if, Keizer Road is extended easterly under the Oregon Electric Railroad and I-5, over the Southern

Pacific Railroad, and on to US99E. However, funding for such a facility would appear to be doubtful with local funds; therefore, Plan 2 is assumed to require a circuitous routing via Chemawa Road and Keizer Road for traffic from US99E and could not be expected to offer any relief to that facility. Traffic from the Keizer area or from southerly on I-305 destined for I-5 southbound will require more travel distance than Plan 1. Traffic from US99E to Keizer would route via existing Chemawa Road and Keizer Road, requiring two railroad grade crossings and would be less desirable than Plan 1. Service to I-305 and I-5 to the north would be similar to Plan 1.

Alternate 3 would route traffic from US99E to the CBD and West Salem via existing Chemawa Road and I-305, providing relief to US99E through Salem. Trips from Keizer destined to I-5 or I-305 will be required to travel via Chemawa Road which is a little more out of direction than Plan 1. There has been discussion by the planners of a new road to extend each way from the Chemawa Road overcrossing of I-5 to provide an east-west arterial utilizing Olsen Road and new roads westerly to River Road, on to Windsor Island Road and eventually crossing the river to Wallace Road. On the east, Chemawa Road would run in to Hazelgreen Road and connect to US99E, to Fletcher Road and on easterly to Silverton. This would improve the Keizer to I-5 and I-305 and Keizer to US99E travel patterns and would locate an arterial route through this suggested interchange.

The full interchange at Chemawa Road with I-5 and I-305 would encourage commercial and industrial development with ready access to both freeways and two railroads. An attempt to indicate possible generated traffic has been shown on Alternate 3 plan sheet. There has been no discussion with local officials of possible zoning to control such development.

Inasmuch as Alternate 3 would provide full and adequate service to the local area, we recommend its approval for inclusion in our detailed plans to be presented at a design hearing. Your early review of this matter would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
R. D. Asburry

ADO:ak srb

8273

RECEIVED
AUG 28 19..
FOR FILING

R 1

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 27, 1969

Northwest Natural Gas Company
Pacific Northwest Bell Telephone Co.
Portland General Electric Company

Re: Preliminary Right of Way Maps
Chemawa Rd.-Hazelville Sec.
Pacific Highway East
Marion County

Gentlemen:

Enclosed you will find ____print(s) of the preliminary right of way maps, our File No. 95-E-7 on the above subject project. The present tentative schedule calls for opening of bids on June 4, 1970 or later.

This information is being submitted to you in accordance with our policy of supplying Utilities and Railroads our latest thinking at the earliest possible date. Further information will be sent as it becomes available.

Mr. F. W. Sugnet, 205 E. Salem Highway Bldg., 2960 E. State Street, Salem, Oregon 97310, is the Field Utilities Liaison Engineer for this project.

Very truly yours,

F. B. Morgan
Construction Engineer

By Jarlin Litchfield

for T. W. Litchfield
Utilities Liaison Engineer

RMF:ss
Enclosure

NOTED
F. B. KLABOE

cc: Northwest Natural Gas Company - Portland - w/map
Portland General Electric Company - C. J. Irelan

F. B. Klaboe
R. D. Asburry
F. T. Lacey
F. W. Sugnet

RECEIVED
AUG 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

8273

3a-3 R

RECEIVED
JAN 17 1969

January 14, 1969

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

Gentlemen:

The State Highway Commission at its meeting on December 17, 1968, adopted a survey concerning improvement on the Chemawa Road-Hayesville Section of the Pacific Highway East.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 357" adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Att.

RECEIVED
DEC 12 1968
FOR FILING

December 12, 1968

Oregon State Highway Commission

Gentlemen:

The survey on the Chemawa Road-Hayesville Interchange Section of the Pacific Highway East in Marion County has been completed. A public hearing for this section is not required. Our design follows the existing facility converting it to a four-lane highway with two 24-foot travel ways with 10-foot shoulders. The length of this section is 2.08 miles and a map is attached for your information.

The estimated cost of construction of this project is $900,000 and the estimated cost of right-of-way is $25,000, for a total estimated cost of $925,000. This project is listed on Program XI.

I request your approval of the survey and authority to purchase the necessary right-of-way, with construction to take place when funds are available.

This matter will be on the agenda for your consideration at the December 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attachment
BG:slh lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
D. J. Barbee
L. H. Young
C. H. Maison
D. H. Moehring
R. D. Asburry

DRG. NO. IR-4-369

PUBLIC HEARING	None Required
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED: DEC 11 1968

ORIGINAL SIGNED
B. L. PO[illegible]

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

CHEMAWA RD.~HAYESVILLE SEC.

PACIFIC HIGHWAY EAST

MARION COUNTY

DRG. NO. IR-4-369

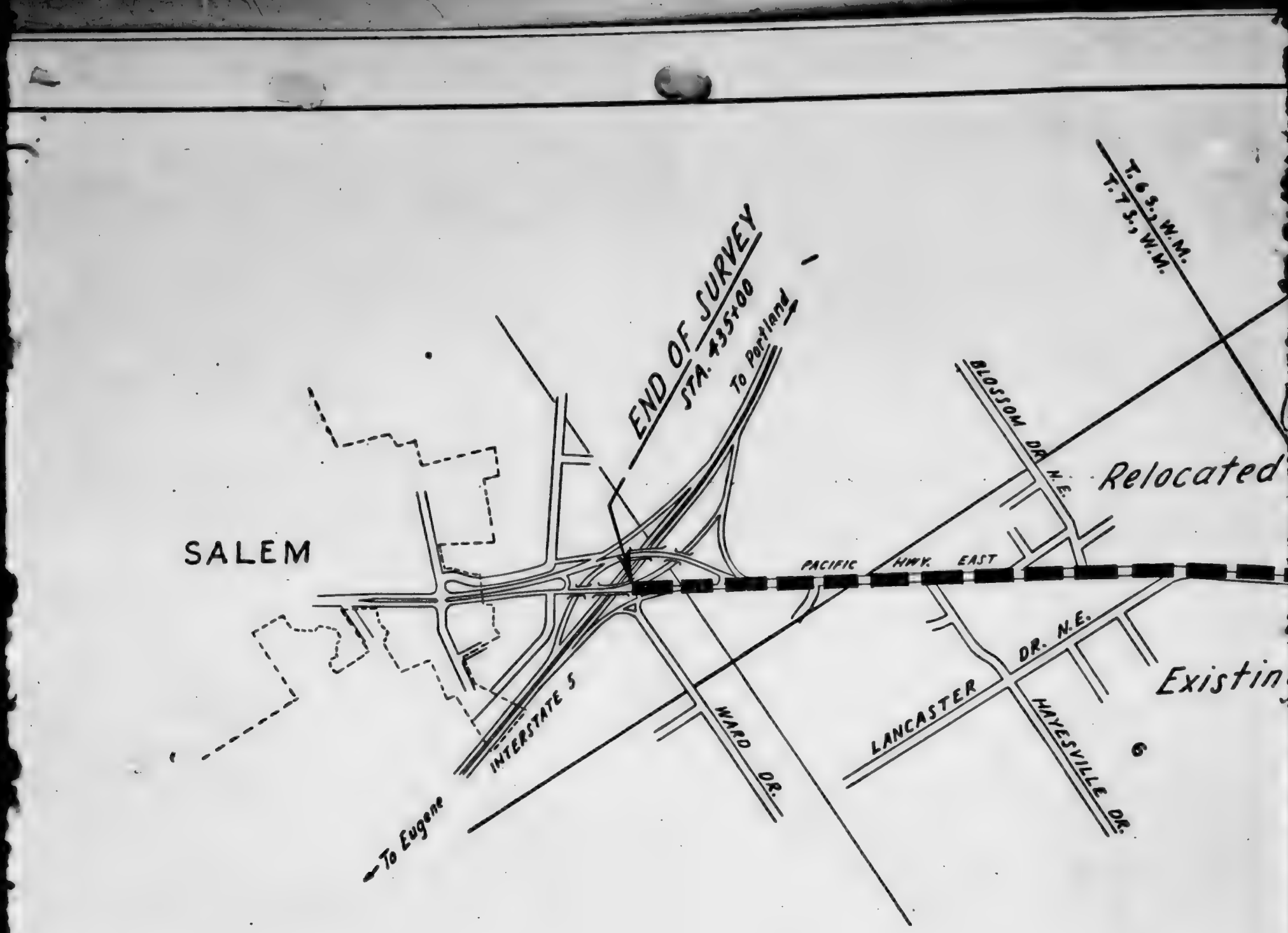
SCALE: 1" = 1273' ±

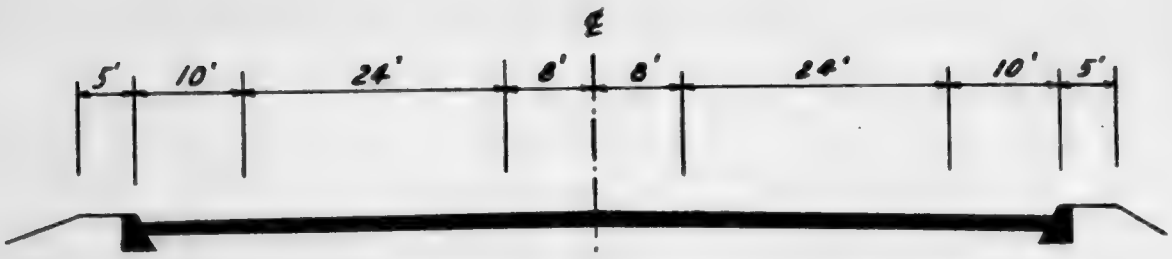
DATE: Dec., 1968

FOR DETAILS SEE DRG. NO.

9B-5-7, Oct. 1968

ADOPTED BY COMM. _____





TYPICAL SECTION

PUBLIC HEARING .....

SYSTEM ACTION

COUNTY .....

STATE HIGHWAY COMM

BUREAU OF PUBLIC RO

THROUGHWAY RESOLUTION ADO

ACCESS CONTROL ... Limite

APPROVED: DEC 11 ...

.....

2.08 Mi.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

RECEIVED JUL 19 1968

Section CHEMAWA ROAD - HAYESVILLE INTERCHANGE Highway PACIFIC E. (FAR 3) County MARION Prefix 24-1A86

Res. Engr. _____ Approx. Length 1.5± Miles. Sta. 345± to Sta. 425± Date 7-10-68

Mean

Truck A.D.T. 1157 Traffic Coefficient 10.2 18 kip s.a. per day 506.9 (Automobiles not considered.)

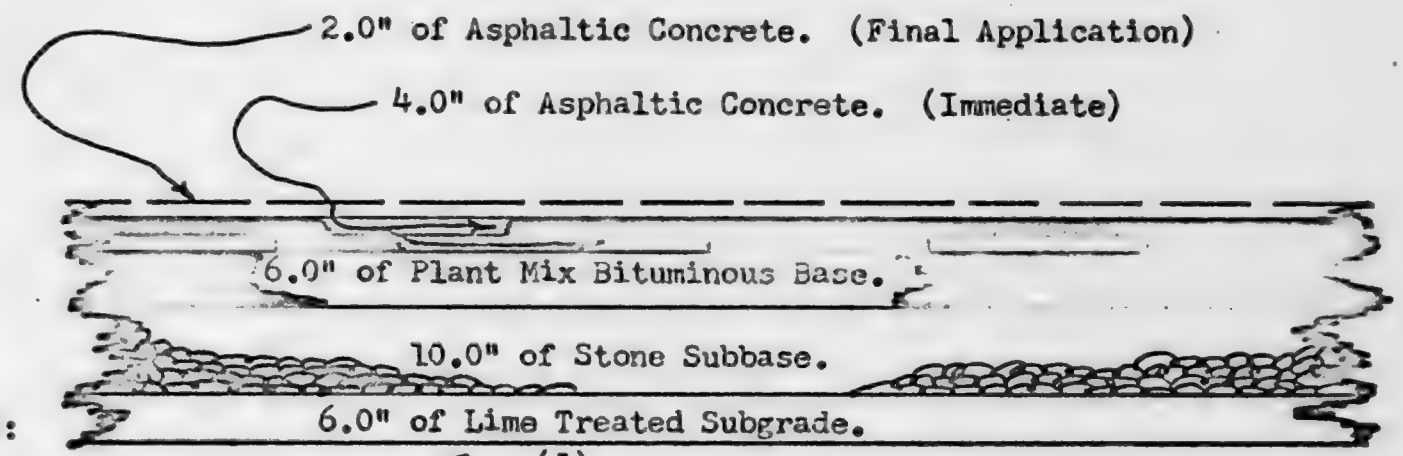
Annual Precipitation 40"± Frost Penetration - - - - - - - -.

NEW WORK

(1)
Typical Soil
29 LL
6 PI
100 %P 10
90 %P200
0 %Gravel
2 %C Sand
8 %F Sand
66 %Silt
24 %Clay
5 "R" Value
(Uncorrected)

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined
by the Engineer.


2.0" of Asphaltic Concrete. (Final Application)
4.0" of Asphaltic Concrete. (Immediate)
6.0" of Plant Mix Bituminous Base.
10.0" of Stone Subbase.
6.0" of Lime Treated Subgrade.
(1)
Clayey Silt

CBR Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (FA)
	8.0	4.0	A.C. (I)
	9.5	6.0	P.M.B.B.
	8.0	10.0	Stone Sub-Base
	5.0	6.0	Lime Treated Subgrade
34.5	34.5	28.0	

See remarks on Page 4

NOTED
F. B. KIABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible] Engineer
Rural Engineer

Submitted by E. O. Lagg for Staff Assistant

Recommended by C. A. Wheeler Engineer of Materials

Recommended by H. L. Rieber Asst Construction Engineer

Approved by W. H. Wilson Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section CHEMAWA ROAD - HAYESVILLE INTERCHANGE Highway PACIFIC E. (FAR 3) County MARION Prefix 24-1486

Res. Engr. _____ Approx. Length 1.5± Miles. Sta. 345± to Sta. 425± Date 7-10-68

Mean
Truck A.D.T. 1157 Traffic Coefficient 10.2 18 kip s.a. per day 506.9 (Automobiles not considered).

Annual Precipitation 40"± Frost Penetration - - - - - - - -.

(1)
Typical Soil
S LL
e PI
e %P 10
e %P200
%Gravel
P %C Sand
a %F Sand
g %Silt
e %Clay
l "R" Value (Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:

EXISTING ROADWAY
(Where utilized as the Inside Lane)

2.0" of Asphaltic Concrete. (Final Application)

4.0" of Asphaltic Concrete. (Immediate)

IN PLACE
(Condition Survey completed Feb. 1968)

7.0"-9.0" A.C. or Oil
5.0"-7.0" Base Material

See remarks on Page 4

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (FA)
	8.0	4.0	A.C. (I)
	IN PLACE		
		Average	
	12.0	8.0	A.C. or Oil
	3.0	6.0	Base
26.5	27.0	20.0	

CHEMAWA ROAD - HAYESVILLE INTERCHANGE
Pacific E. Highway (FAR 3)
Marion County

"OTHER ROADS"

Traffic Coefficient	A.C. Wear. Surf.	P.M.B.B.	3/4"-0 Level	Stone Sub-Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
9 - 10	4.0"	6.0"	- - -	12.0"	6.0"	32.0"	28.0"
8 - 9	3.5"	6.0"	- - -	9.0"	6.0"	28.5"	24.5"
7 - 8	3.5"	4.0"	- - -	9.0"	6.0"	25.5"	22.5"
6 - 7	3.0"	4.0"	- - -	5.5"	6.0"	22.0"	18.5"
4.8- 6	2.0"	- - -	2.0"	9.5"	6.0"	18.5"	19.5"
Cars Only	2.0"	- - -	2.0"	4.0"	6.0"	13.5"	14.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	*1.6" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base
1.0"	Lime Treated Subgrade	=	0.8" Crushed Base

*Aggregate for the Plant Mix Bituminous Base to be natural material passing the 1.0" screen. Detailed specifications will be provided by Material Laboratory.

"EXISTING MATERIAL CREDITS"

1.0" Asphaltic Concrete, etc.	=	1.5" Crushed Base
1.0" Base Material	=	0.5" Crushed Base

CHEMAWA ROAD - HAYESVILLE INTERCHANGE
Pacific E. Highway (FAR 3)
Marion County

REMARKS

A Traffic Coefficient equal to 10% of the total truck traffic was used to establish the depth of overlay required for the "Inside Lane". (See attached Traffic Analysis sheet).

The existing roadway at the time of the condition survey in February 1968, was badly cracked and rutted. There has been extensive patching throughout this section. (See attached photos).

Tests of the subgrade soil with 5% addition of lime indicate a positive reaction, and a credit of 1.0" L.T.S. = 0.8"Crushed Base has been allowed.

TRAFFIC ANALYSIS

SECTION: CHEMAWA ROAD - HAYESVILLE-INTER.

HIGHWAY: PACIFIC E. (FAR 3)

COUNTY: MARION

8500 Present ADT (1968)

10.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	420	1.6	672	546	450	245,700
3	150	1.6	240	195	1000	195,000
4	30	1.6	48	39	1250	48,750
5	290	1.6	464	377	3180	1,198,860
6	0	- - - -	- -	- -	2570	- - - -
				1157	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,688,310

TWENTY YEAR EWL 33,766,200

TRAFFIC COEFFICIENT 10.2

10% Truck Traffic
Twenty Year EWL 3,376,620

Traffic Coefficient 7.8

SECTION: CHEMAWA ROAD - HAYESVILLE INTER.

HIGHWAY: PACIFIC EAST (FAR 3)

COUNTY: MARION

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

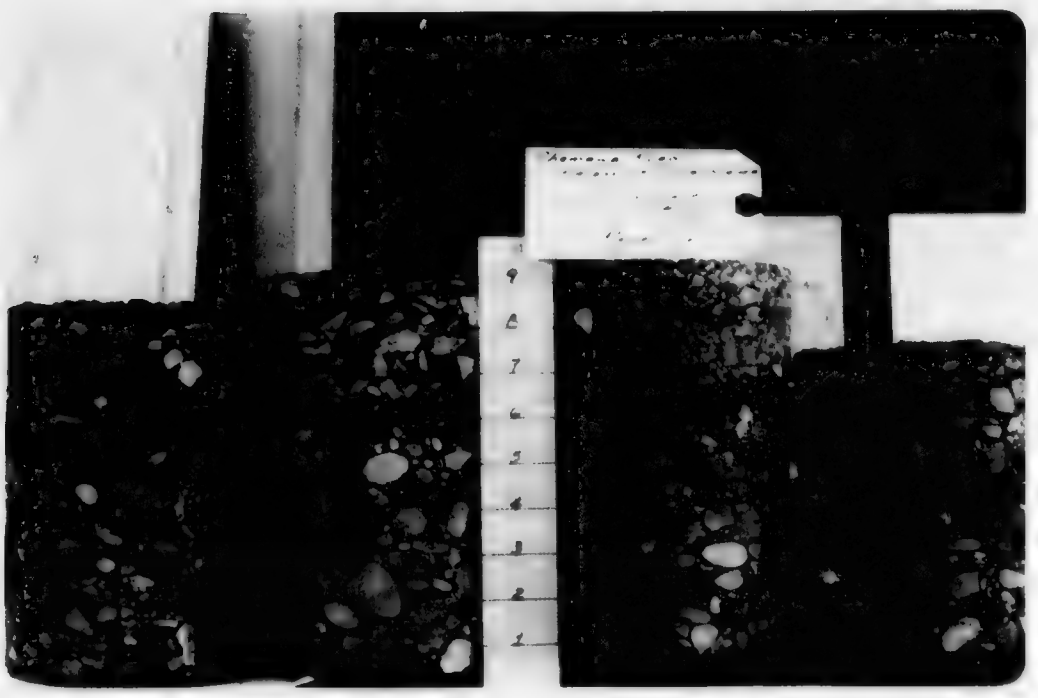
Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as the proposed plans are to widen an existing two lane facility to four lanes. Twenty feet (width) of the present roadway will be salvaged and incorporated into the planned four lane section. Asphaltic Concrete is more desirable for this type construction.

CHEMAWA ROAD - HAYESVILLE INTERCHANGE
Pacific Hwy. E. #1
Marion County



OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

Section WOODBURN INTERCHANGE - HAYESVILLE / INTERCHANGE Highway PACIFIC (FAR 46) County MARION Prefix 624-1999

Res. Engr. K. D. Wolfe Approx. Length 13.0± Miles. Sta. 1155± to Sta. 1844± Date 8-22-67

Truck A.D.T. 1985 Traffic Coefficient 11.6 18 kip s.a. per day 1390.5.

Annual Precipitation 40"± Frost Penetration - - - - - - -.

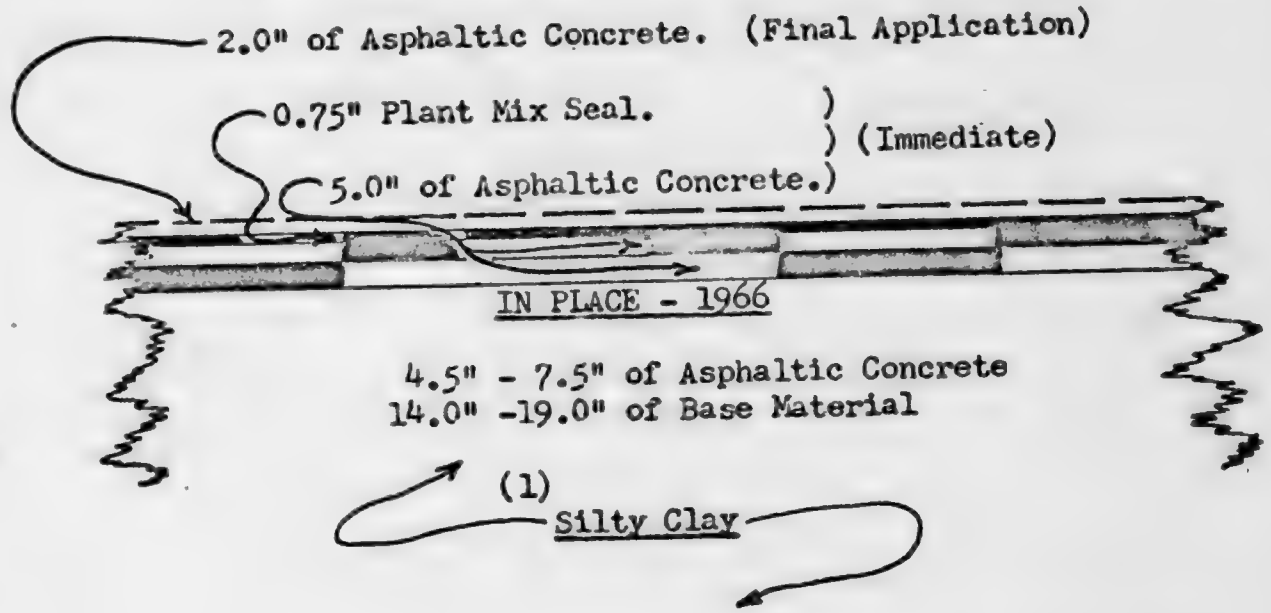
(1)
Typical Soil

35	LL
11	PI
100	%P 10
96	%P200
0	%Gravel
1	%C Sand
3	%F Sand
59	%Silt
37	%Clay
7	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-6 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

WOODBURN INTERCHANGE - CONCOMLEY ROAD


2.0" of Asphaltic Concrete. (Final Application)
0.75" Plant Mix Seal.
5.0" of Asphaltic Concrete.) (Immediate)
IN PLACE - 1966
4.5" - 7.5" of Asphaltic Concrete
14.0" -19.0" of Base Material
(1)
Silty Clay

	CBE Total Req.	Credit	Actual Thick.	
		4.0	2.0	A.C. (F)
		1.5	0.75	P.M (I)
		10.0	5.0	A.C. (I)
IN PLACE (Average)				
		9.3	6.2	A.C.
		13.4	16.8	Base
	38.5	38.2	30.75	

Note:
Supporting data submitted October and December 1966.

RECEIVED
SEP 1 1967
OFFICE OF STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
Construction Planning Engineer

Submitted by E. J. Berg for Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section WOODBURN INTERCHANGE - HAYESVILLE INTERCHANGE / Highway PACIFIC (FAR 46) County MARION Prefix 624-1979

Res. Engr. K. D. Wolfe Approx. Length 13.0± Miles. Sta. 1155* to Sta. 1844± Date 8-22-67

Truck A.D.T. 1985 Traffic Coefficient 11.6 18 kip s.a. per day 1390.5.

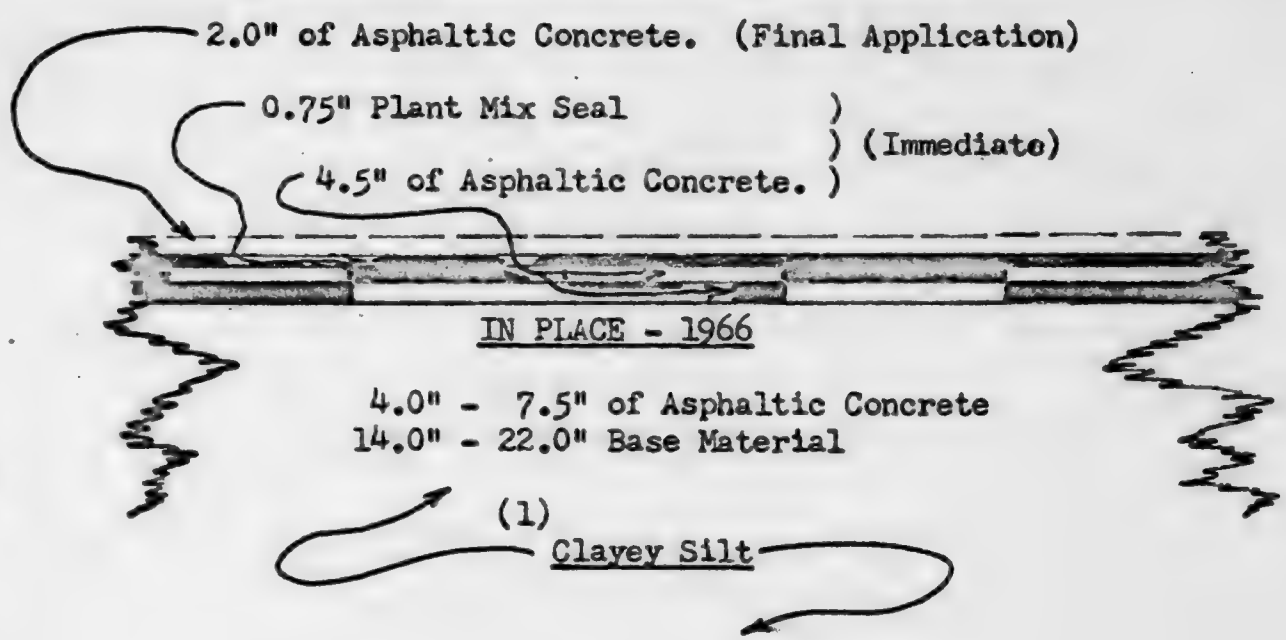
Annual Precipitation 40"± Frost Penetration - - - - - - - -.

(1)
Typical Soil
30 LL
7 PI
100 %P 10
92 %P200
0 %Gravel
4 %C Sand
3 %F Sand
65 %Silt
28 %Clay
7 "R" Value
(CENSORED)

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

CONCOMLEY ROAD - HAYESVILLE INTERCHANGE


2.0" of Asphaltic Concrete. (Final Application)
0.75" Plant Mix Seal)
) (Immediate)
4.5" of Asphaltic Concrete.)
IN PLACE - 1966
4.0" - 7.5" of Asphaltic Concrete
14.0" - 22.0" Base Material
(1)
Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (F)
	1.5	0.75	P.M.S. (I)
	9.0	4.5	A.C. (I)
	IN PLACE	(Average)	
	9.2	5.13	A.C.
	14.6	18.2	Base
38.5	38.3	30.58	

50 = 1985

% = 1985

IERCHANGE - INTERCHANGE
(FAR 46)

SECTION: WOODBURN INTERCHANGE - HAYESVILLE INTERCHANGE

HIGHWAY: PACIFIC (FAR 46)

COUNTY: MARION

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT (1963) 13,400 (Total)

B. Future ADT (1983) 43,300 (Total)

C. Mean ADT 28,350 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 14 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .07 x (C) 28,350 = 1985

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 1985 x (H) 100 % = 1985

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$

where K = 4.669

= 11.6

8274 Ritner Cr Br.Sec Kings Valley 1975
approx 30 mi SW of Salem
(Grading, paving, & struc.) [redacted]

AdR 486

8274

191

Salem, Oregon
January 13, 1977

Floyd O. Scott
R/W Description Engineer

Art Gottfried
Region II
Salem, Oregon

Ritner Creek Bridge Section
Kings Valley Highway
Polk County

Enclosed please find transit notes and print of the R/W map of the above subject. If possible will you give me some ties between "As Const." and R/W center lines. The R/W pins set 50' Lt. and 39.97' Rt. of Const. Station 118+27.33 P.T. should be 50' Lt. and 40' Rt. of R/W Station 118+22.08 P.T.

Is the angle shown on page 121 in notes applicable to the reference hubs only?

BY:

Mel Jacobsen
Engineer Draftsman

MJ:mg

Attach.

8274

January 6, 1977

U. S. Fidelity & Guaranty Co.
320 S. W. 6th Avenue
Portland, OR 97204

Gentlemen:

On January 4, 1977, we wrote to you concerning final payment on Contract No. 8274 awarded to F. G. Scott Construction Company for work on the Ritner Creek Bridge Section of the Kings Valley Highway in Polk County.

There was an error in this letter stating that the total contract amount was $432,931.44. The correct total contract amount is $432,823.95. The final payment and force account amounts remain the same.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

cc F. G. Scott Construction Co.
3680 Brooklake Road, NE
Salem, OR 97305

C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8274

January 4, 1977

U. S. Fidelity & Guaranty Co.
520 S.W. 6th Ave.
Portland, OR 97204

Gentlemen:

On December 27, 1976, we wrote to you concerning release of final payment on Contract No. 8274 awarded to F. G. Scott Construction Company for work on the Ritner Creek Bridge Section of the Kings Valley Highway in Polk County.

Final payment on this contract is $3,183.91 and the total contract amount is $432,931.44 including $3,892.51 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc F. G. Scott Construction Co.
3680 Brooklake Rd. N.E.
Salem, OR 97305

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8274

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-52-53		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Polk
MODIFICATION NUMBER 3	10-28-76	Project Number BRS-RS-39(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 26, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	272,665 BRS $ 167,504 RS	272,665 BRS $ 167,504 RS
Federal funds	204,498 BRS $ 130,971 RS	204,498 BRS $ 143,718 RS
Other revisions		

This modification is made for the following reasons: To increase Federal-aid pro rata to 85.8% (Clause 'B') on Rural Secondary portion which results in a decrease in previous 100% funding under PL 94-30 to a net of $23,786 in Rural Secondary funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____
Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
for G. L. Green *(Division Administrator)*

Form FR-2A (Rev. 10-75) Previous editions are obsolete 88717

Oregon State Highway Division
Salem, Oregon, October 15, 1976

Federal-aid Project
No. BRS-RS-39(3)

RITNER CREEK BRIDGE SECTION
KINGS VALLEY HWY. IN POLK COUNTY

Revised Project Agreement Estimate

Type Code X021 (BRS)
Ritner Creek Bridge #1251A (Sta. 127+35 to Sta. 129+05)

Total same as previous estimate of May 3, 1976 $272,665.00

Type Code 6203-04 (RS)
Ritner Creek Roadway (Sta. 118+00 to Sta. 137+00)

Total same as previous estimate of May 3, 1976 $167,504.00

Length of Roadway (RS) - - - - - - 0.328 Mile
Length of Structure (BRS) - - - - 0.032 Mile

Total- - - - - 0.360 Mile

Cost of Roadway Per Mile - - - - - $510,682.93

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Bridge (BRS) (75%)	$272,665.00	$204,498.00	$ 68,167.00
Roadway (RS) (85.8%)	167,504.00	143,718.00	23,786.00
Totals	$440,169.00	$335,469.00	$104,700.00

Group 1 - 62% BRS Group 2 - 28% RS Group 9 - 10%

Contract 8274

Prefix: 127-1083

8274

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-120		State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Polk
MODIFICATION NUMBER 2		Project Number: BRS-RS-39(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 26, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	272,665 BRS	272,665 BRS
Federal funds	$ 167,504 RS 204,498 BRS	$ 167,504 RS 204,498 BRS
Other revisions	$ 130,971 RS	$ 167,504 RS

This modification is made for the following reasons:
The Project Agreement executed August 26, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 36,533 RS."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-813

8234

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER: 5-82
PROJECT REPORT NUMBER:
MODIFICATION NUMBER: 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5 14 76

Form Approved; O M B No. 04-R2089

State	Oregon
County	Polk
Project Number	BRS-RS-39(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 26, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	272,665 BRS $ 157,607 RS	272,665 BRS $ 167,504 RS
Federal funds	204,498 BRS $ 123,232 RS	204,498 BRS $ 130,971 RS
Other revisions		

This modification is made for the following reasons:

To include authorized utility work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. L. Green
G. L. Green *(Division Administrator)*

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, May 3, 1976

Federal-aid Project
No. BRS-RS-39(3)

RITNER CREEK BRIDGE SECTION
KINGS VALLEY HWY. NO. 111 POLK COUNTY

Revised Project Agreement Estimate.

Type Code X021 (BRS)
Ritner Creek Bridge #1251A (Sta. 127+35 to Sta. 129+05)

Total same as previous estimate of August 20, 1975		$272,665.00
Type Code 6203-04 (RS)		
Ritner Creek Roadway (Sta. 118+00 to Sta. 137+00)		
Subtotal on previous estimate of August 20, 1975		$138,860.95
Additional Approved Items		
Work by Pacific Northwest Bell	Lump Sum	353.00
Work by Consumers Power, Inc.	Lump Sum	9,543.48
		$ 9,896.48
	Subtotal	$148,757.43
	Engineering	18,746.57
	Total	$167,504.00

Length of Roadway (RS) - - - - - 0.328 Mile
Length of Structure (BRS)- - - - 0.032 Mile
Total- - - - 0.360 Mile
Cost of Roadway Per Mile - - - - $510,682.93

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Bridge (BRS) (75%)	$272,665.00	$204,498.00	$ 68,167.00
Roadway (RS) (78.19%)	167,504.00	130,971.00	36,533.00
Totals	$440,169.00	$335,469.00	$104,700.00

BRS — Group 1 - 62%

RS — Group 2 - 28%

NP — Group 9 - 10%

Contract No. 8274

Prefix: 127-1083

8.27 ~

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O.M.B. No. 04-R2069
MONTHLY TRANSACTION NO.	**FEDERAL-AID PROJECT AGREEMENT**	STATE: Oregon
9-30 & 9-31	8-26-75	COUNTY: Polk
		PROJECT NO.: BRS-RS-39(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 223, 0.4 mi. N. of Benton Co. Line N. 0.36 mi.
Ritner Creek Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	June 24, 75	0.360

FUNDS Pro rata BRS-75%; RS-78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 430,272.00	$ 327,730.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature] for G. L. Green
(Division Engineer)

Date executed by Division Engineer AUG 26 1975

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 20, 1975

Federal Aid Project
No. BRS-RS-39(3)

RITNER CREEK BRIDGE SECTION
KINGS VALLEY HIGHWAY
POLK COUNTY

Project Agreement Estimate.

Type Code X021 (BRS-)
Ritner Creek Bridge #1251A (Sta. 127+35 to Sta. 129+05)

Mobilization	All Required (59%)		$ 27,730.00
Temporary Protection and Direction of Traffic	All Required (25%)		1,537.50
Temporary Signs	146 sq.ft.	4.30	627.80
Temporary Barricades	14 only	75.00	1,050.00
Temporary Continuous Rail Traffic Barrier, Lighted	575 lin.ft.	2.25	1,293.75
Temporary Guard Rail, Type 1A	175 lin.ft.	14.00	2,450.00
Temporary Traffic Signal Installation	All Required		12,710.00
Clearing and Grubbing	All Required (25%)		875.00
Watering	11 M-gal.	11.50	126.50
Emulsified Asphalt in Watering	1,820 gal.	1.35	2,457.00
Aggregate Shoulders	853 ton	7.15	6,098.95
Shoring, Cribbing, Etc.	All Required		14,750.00
Structure Excavation	340 cu.yd.	15.00	5,100.00
Structure Excavation Below Elevation Shown	30 cu.yd.	30.00	900.00
Special Wall Backfill	150 cu.yd.	25.00	3,750.00
Furnish HP 12x53 Steel Piling	400 lin.ft.	8.50	3,400.00
Drive Steel Piles	16 only	385.00	6,160.00
Splice Steel Piles	4 only	70.00	280.00
Structural Concrete, Class 3300 (355 cu.yd.)	All Required		40,451.00
Structural Concrete, Class 4000 (430 cu.yd.)	All Required		48,387.00
Reinforcement (186,000 lbs.)	All Required		38,349.00
Reinforced Concrete Bridge End Panels	225 sq.yd.	35.00	7,875.00
Remove and Relocate Old Bridge	All Required (85%)		11,475.00
			$237,833.50

Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required (50%)		$ 100.00
Stage Construction Striping (S.F.)	All Required		500.00
Temporary Erosion Control (E.M.)	All Required (50%)		1,000.00
On-the-Job Trainee (1 @ $800)(E.M.)	All Required		800.00
			$ 2,400.00
Subtotal			$240,233.50
Engineering			32,431.50
Total			$272,665.00
Type Code 6203-04 (RS-)			
Ritner Creek Roadway (Sta. 118+00 to Sta. 137+00)			
Mobilization	All Required (28%)		$ 13,160.00
Temporary Protection and Direction of Traffic	All Required (75%)		
Temporary Signs	93 sq.ft.	4.30	4,612.50
Flagmen	160 hour	15.00	399.90
Clearing and Grubbing	All Required (50%)		2,400.00
Removal of Structures and Obstructions	All Required		1,750.00
Ditch Excavation	15 cu.yd.	10.00	4,500.00
Embankment in Place	8,060 cu.yd.	4.20	150.00
Obliteration of Roadway	All Required		33,852.00
Watering	91 M-gal.	11.50	1,000.00
Aggregate Shoulders	467 ton	7.15	1,046.50
Treated Base Mixture	2,930 ton	8.80	3,339.05
Cement in Treated Base Mixture	160 ton	66.00	25,784.00
Class "B" or "C" Asphalt Concrete	1,400 ton	18.15	10,560.00
12-inch Culvert Pipe	104 lin.ft.	7.50	25,410.00
18-inch Culvert Pipe	124 lin.ft.	13.00	780.00
Guard Rail, Type 2A	300 lin.ft.	8.65	1,612.00
Guard Rail, Type 3	100 lin.ft.	16.50	2,595.00
Guard Rail Anchors, Type 1	3 only	275.00	1,650.00
Rail End Pieces, Type B	1 only	65.00	825.00
Rail End Pieces, Type C	3 only	125.00	65.00
Extra for Asphalt Approaches	3 only	165.00	375.00
Extra for Asphalt Paved Rock Surfacing Slopes			495.00
Guide Posts	1 only	385.00	385.00
Roadside Seeding and Mulching	25 only	12.00	300.00
	1 acre	715.00	715.00
			$137,760.95

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required (50%)	$ 100.00
Temporary Erosion Control (E.W.)	All Required (50%)	1,000.00
		$ 1,100.00
	Subtotal	$138,860.95
	Engineering	18,746.05
	Total	$157,607.00

Length of Roadway (RS) - - - - - - 0.328 Mile
Length of Structure (BRS) - - - - 0.032 Mile
Total 0.360 Mile
Cost of Roadway Per Mile - - - - - $480,509.15

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Ritner Creek Br. (BRS)(75%)	$272,665.00	$204,498.00	$ 68,167.00
Roadway (RS)(78.19%)	157,607.00	123,232.00	34,375.00
	$430,272.00	$327,730.00	$102,542.00
	BRS	RS	HP
	Group 1 - 62%	Group 2 - 28%	Group 9 - 10%

Contract No. 8274

Prefix No. 127-1083

RITNER CREEK BRIDGE SECTION
NONPARTICIPATING - STATE WORK

Mobilization	All Required (13%)		$ 6,110.00
Clearing and Grubbing	All Required (25%)		875.00
Embankment in Place	840 cu.yd.	4.20	3,528.00
Watering	8 M-gal.	11.50	92.00
Remove and Relocate Old Bridge	All Required (15%)		2,025.00
Shoring, Cribbing, Etc.	All Required		1,000.00
Structure Excavation	160 cu.yd.	15.00	2,400.00
Structure Excavation Below Elevation Shown	20 cu.yd.	30.00	600.00
Structure Concrete, Class 3300 (100 cu.yd.)	All Required		11,311.00
Reinforcement (12,600 lbs.)	All Required		2,860.00
Lumber and Timber, Treated	6 M-fbm	1,000.00	6,000.00
State Responsibility for Damages	All Required		500.00
	Subtotal		$ 37,301.00

8274

4B

September 20, 1976

F. G. Scott Construction Company
3680 Brooklake Road, N.E.
Salem, OR 97305

Gentlemen:

We have reviewed your request for an extension of time on Contract 8274 for work on the Ritner Creek Bridge on the Kings Valley Highway in Polk County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 7 1/2 days is granted because of added orders (Price Agreements and Extra Work Orders).

Very truly yours,

C. T. Keasey

for E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

FR/ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 17, 1976

FILE: CON 5 #8274

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Ritner Creek Bridge
Contract No. 8274
Time Extension Request

TO: E. S. Hunter
Deputy State Highway Engineer

F. G. Scott Construction Company has requested a 44-day increase in their contract time because of added work, and paving delay when their original subcontractor went bankrupt. The contractor started work on this project September 8, 1975, the same day that the 300 calendar day contract time started. Work was completed July 14, 1976 with only 7-1/2 days liquidated damages accrued at $100 per day.

The contractor uses a time-money analysis to justify an alleged 10 days. However, the largest price agreement involved really documented a change in Stage I base design and the contractor fails to take into account the value of the deleted work. Nevertheless, using the proper values for the change orders, a time-money analysis derives 6 days additional. The Resident Engineer has gone one step further and reviewed the orders on a specific or actual time used basis and justifies 8 days total. I believe the added orders alone justify a complete time extension of 7-1/2 days without going into the details of the alleged paving delay.

This was a federal-aid bridge replacement project. The recommended extension can be granted on a participating basis under our delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
SEP 20 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8274 Contractor F. G. Scott Construction Co.

Highway Kings Valley

Section Ritner Creek Bridge

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Change orders in the form of price agreements and extra work orders more than justify the 7 1/2 calendar days the contract time overran.

Construction Section recommends 7-1/2 calendar days time extension of contract time due to added orders. (Price Agreements and Extra Work Orders.)

Recommended for Approval:

Division ~~Engineer~~
Region Construction Engineer

for Construction Engineer or ~~Bridge Engineer~~

Acting Deputy State Highway Engineer

Contract No.	8274
Project designation	BRS-RS-39(3) (State-Federal)
Date awarded	August 26, 1975
Work started	Sept. 8, 1975
Per cent completed	100% - July 14, 1976 (Date)
No. of Workdays Allowed	300
No. of Workdays Used	307½
No. of Added Workdays Requested	44

EP*8268-734

E-630 (Rev.)—SM—8-64

OREGON STATE HIGHWAY COMMISSION

F. G. SCOTT CONST. CO.
RECEIVED
AUG 25 1976
DELIVERED ____ JOB # ____
PRICE ____ EXTENSION ____

RECEIVED
JUL 2 1976
RESIDENT ENGINEER

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 7/20/, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 344 days, within which to complete our Contract No. 8274, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter

Respectfully submitted,

F. G. Scott Construction Co.
Contractor

By F G Scott

CONSENT OF SURETY

Date August 25, 1976

We, United States Fidelity and Guaranty Co., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

F. G. SCOTT CONSTRUCTION COMPANY
3680 BROOKLAKE ROAD, N.E.
SALEM, OREGON 97305
Phone 393-1906

Residential
Industrial

August 25, 1976

Art Gottfried
Oregon State Highway Dept.
Box 30
Salem, Oregon

Re: Contract No. 8274, Ritner Creek Bridge
Increase in Number of Workdays

Gentlemen:

As previously stated, we had absolutely no warning that Corvallis Sand and Gravel was not going to be able to complete their contract with us other than rumors that they were having some financial problems. Mr. Wayne Warren, our project Superintendent, had scheduled the finish grading and paving to commence January 20th and had no advance warning that they would not be there as agreed. It was not until that morning when they did not arrive at the project at 8:00 as agreed, that Mr. Warren learned, by calling their office, that they had closed their doors and could perform no more work.

It took some time to shop for new competitive prices for this work and the best price we could find, that of Morse Bros., was over $10,000.00 higher than our price with Corvallis Sand and Gravel.

Accordingly, we feel our request as doctumented in our letter dated July 20th is reasonable and justifiable and are again requesting a time extension of 44 calendar days.

Sincerely,

F. G. Scott
President

FGS:jw

F. G. SCOTT CONSTRUCTION COMPANY
3680 BROOKLAKE ROAD, N.E.
SALEM, OREGON 97305
Phone 393-1906

Residential
Industrial

Art Gottfried
Oregon State Highway Dept.
Box 30
Salem, Oregon

July 20, 1976

Re: Contract No. 8274
Ritner Creek Bridge

Gentlemen:

We are requesting a time extension of forty-four (44) days on the above referenced project as outlined below:

Our Contract was increased by price agreements and extra work orders as follows:

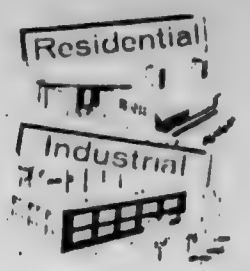
Price Agreements		Extra Work Orders	
1.	6,447.33	1.	N/A
2.	2,480.00	2.	1,342.76
3.	75.00	3.	2,037.60
4.	368.00		$3,380.36
5.	909.00		
	$10,279.33		

Total Price Increase: $13,659.69

Our Contract price was $412,395.45 and our Contract time was 300 calendar days. This allowed us one day to perform $1374.65 of work. Accordingly when our contract was increased by $13,659.69 we should expect a corresponding time increase of ten (10) calendar days.

Also, on January 20, 1976, Corvallis Sand & Gravel Co. (our Sub-Contractor) was scheduled to start paving for us. When they did not show up our superintendent called their office and was informed thay they had closed their doors and could do no more work. It was not until January 27, 1976, that we

F. G. SCOTT CONSTRUCTION COMPANY
3680 BROOKLAKE ROAD, N.E.
SALEM, OREGON 97305
Phone 393-1906



were able to get a contract signed with Morse Bros. to perform this work, and another three (3) days for them to mobilize and get on the job. Also a new design mix had to be prepared and approved. During this time the sub grade became too wet and we had to wait several days for the state to decide what to do. After this problem had been solved and the subgrade readied, the weather was too wet to permit paving. It was not until February 23, 1976 that we were able to pave. This unforseeable event, completely beyond our control lost us thirty-four (34) days of our construction time.

Accordingly, we are asking for a time extension of forty-four (44) total calendar days.

Please let us be advised.

Thank you.

Sincerely,

F. G. Scott
President

FGS:jw
Enc.

8274

1

August 18, 1976

Polk County Board of Commissioners
Courthouse
Dallas, OR 97338

Attention: Mrs. Allene Kettleson
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 419" adopted by the Oregon Transportation Commission on June 29, 1976, covering the Ritner Creek Bridge Section of the Kings Valley Highway.

Also attached is a survey approval map.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 16, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO: Oregon Transportation Commission

FROM: for H. S. Coulter
State Highway Engineer

AGENDA
JUN 2 6 1976

SUBJECT: Survey Approval

Surveys have been completed on the following projects:

1) Catherine Creek Section,
La Grande-Baker Highway, Union County

2) Slater Creek-Mystic Creek Section,
Coos Bay-Roseburg Highway, Douglas County C-D

3) Pine Grove-Wapinitia Road Section,
Wapinitia Highway, Wasco County no h-

4) Malheur River Bridge Section,
Olds Ferry-Ontario Highway, Malheur County C-D Feb 6, 1975 Ontario

5) Ritner Creek Bridge Section,
Kings Valley Highway, Polk County C-D Jan. 15, 1975 Pedec

6) Silver Point Slide Section,
Oregon Coast Highway, Clatsop County no h-

7) Poormans Creek Section,
Jacksonville Highway, Jackson County no h-

8) Olney Cutoff Road Junction Section,
Nehalem Highway, Clatsop County no h-

In order to place these relocated segments of highways on the State Highway System, your approval of these surveys is requested.

The work has been accomplished consistent with the governing State and Federal regulations.

This matter will be on the agenda at the June 29, 1976 Commission meeting for your consideration.

Attachments

bc Robert Burco
Cecil Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Frank Terpin
L. W. Rulien
J. B. Boyd
George Bell
C. O. Fredrickson
Alfred Shirley
Carl Williams
W. E. Schwartz

BLG/ljt/ESH:ja

NOTED
C. W. HEAD

The work has been accomplished consistent with the governing State and Federal regulations.

This matter will be on the agenda at the June 29, 1976 Commission meeting for your consideration.

Attachments

bc Robert Burco
Cecil Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Frank Terpin
L. W. Rulien
J. B. Boyd
George Bell
C. O. Fredrickson
Alfred Shirley
Carl Williams
W. E. Schwartz

BLG/ljt/ESH:ja

NOTED
C. W. HEAD

COPY FOR MR. Agenda file
From Cecil Head

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the Ritner Creek Bridge Section of the Kings Valley Highway in Polk County, and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the Transportation Commission a public hearing was held in the community of Pedee on January 15, 1975, to present the Engineer's route location and highway design and considerations bearing on the same, and to record the views of members of the public in connection therewith; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer; the transcript of the testimony given at the public hearing; the views given by various governmental agencies, officials and advisory groups affected by the highway route location and highway design; and also of the social, economic and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as Ritner Creek Bridge Section of the Kings Valley Highway in Polk County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the route location and highway design as shown on the Engineer's map of the Ritner Creek Bridge Section of the Kings Valley Highway, beginning at Highway Engineer's Station 116+22.43 just north of Ritner Creek and extending in a southerly direction to Highway Engineer's Station 137+00 just south of Kerber Road which map for identification purposes bears Survey Design Approval Map File No. 1R-4-617 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

June 29, 1976

2. That when said highway section is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route location and highway design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway section. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route location and highway design approved hereby with no access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 29th day of June, 1976, as "Highway Corridor and Design Resolution No. 419."

1R-4-617

S., R. 6 W.W.M.

PUBLIC HEARING ..... Jan. 15, 1975

THROUGHWAY RESOLUTION ADOPTED ..... None Required

ACCESS CONTROL ..... None

APPROVED: ....., 19 76

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

RITNER CR. BRIDGE SECT.

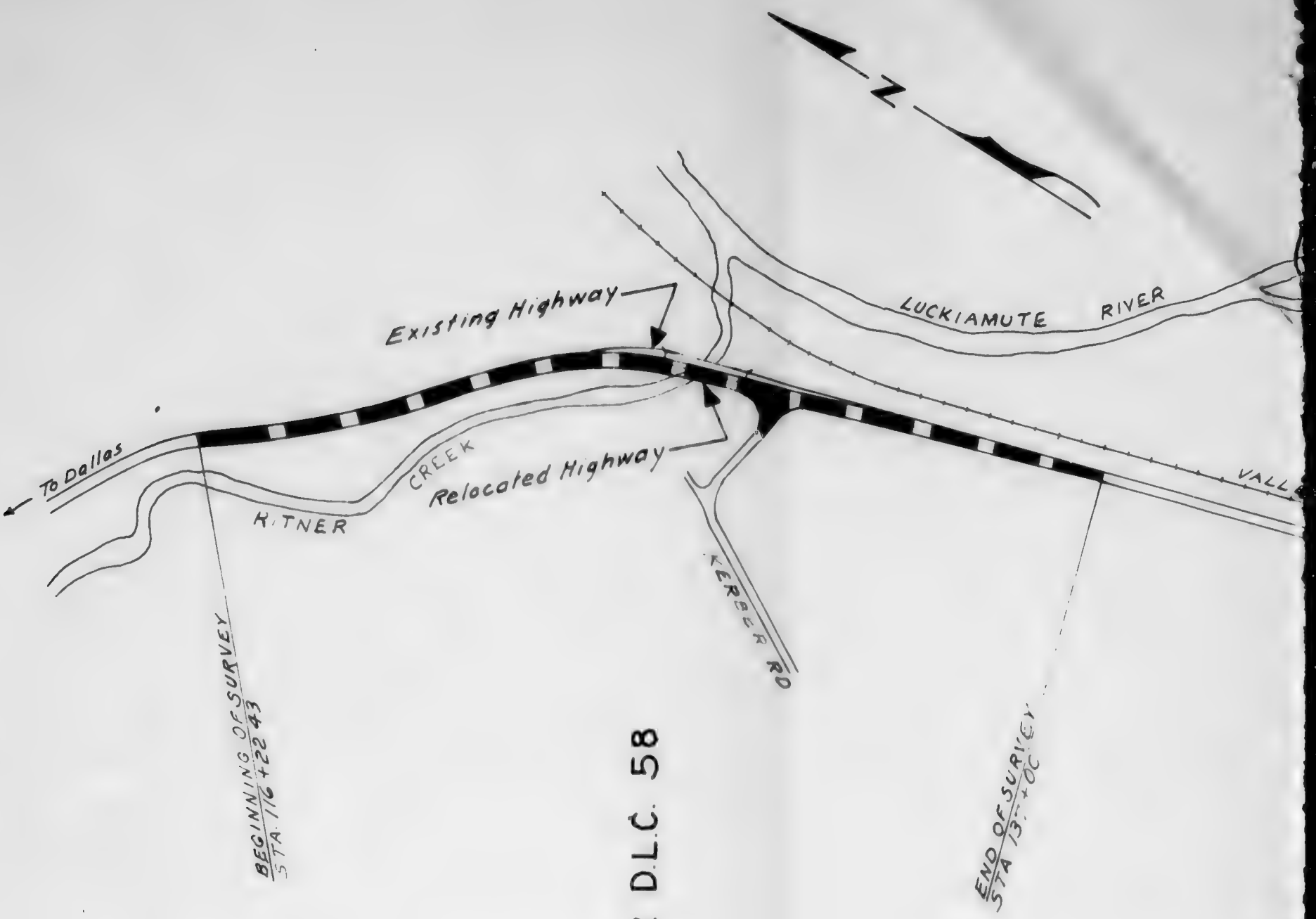
KINGS VALLEY HIGHWAY

POLK COUNTY

SCALE: 1" = 300' ±	DATE: June, 1976

FOR DETAILS SEE DRG. NO. 1R-3-1457

T. 10 S., R. 6 W.W.M.



PUBLIC HEARING.....

THROUGHWAY RESOLUTION AD

ACCESS CONTROL.....

APPROVED:.....,

.....

DEPUTY STATE HIG

.39

8274

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ritner Creek Bridge

ENDING: July 31 ,1976

SECTION PREFIX: 127 - 1083

HIGHWAY: Kings Valley

COUNTY: Polk

NAME OF JOB: Ritner Creek Bridge

KIND OF WORK: Bridge Construction

CONTRACTOR: F. G. Scott Construction Co.

CONTRACT NUMBER: 8274

FEDERAL AID PROJECT NUMBER: BRS-RS-39(3)

DATE OF CONTRACT: August 26, 1975

DATE WORK STARTED: September 8, 1975

ESTIMATED COMPLETION DATE: July 14, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 300

WORK DAYS USED

CALENDAR DAYS USED 307½

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 102

PROJECT AUTHORIZATION $472,608.84

EXCLUSIVE OF ENGINEERING: $435,133.25

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $422,100.00

ESTIMATED PERCENT OVERRUN / UNDERRUN 3 %

ENGINEERING AUTHORIZATION $37,475.59

ENGINEERING COST TO DATE $46,185

PERCENT OF AUTHORIZATION 123 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

DATE PROJECT WAS COMPLETED: July 14, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.33				0.36
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.33				0.36
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8900 CY				1400 T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8500 CY				1351 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1251A	1251						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				Project completed July 14, 1976
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kelsey Bond Jackmond Harwood Johnsen Walker Ripley Green Berg

RECEIVED
AUG 2 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status of Work:

Project complete except for minor patching.

Semi-final estimate to be submitted about August 9, 1976.

SIGNED J. K. Valentine for Art Gottfried LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8274

Permit # 191

191

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

July 15, 1976

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 19 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Don Trout
Design Engineer
Dept. of Transportation
Highway Bldg.
Salem, OR 97310

Re: F. G. Scott Construction Co.

Gentlemen:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Permit No. RP 1982 (Highway Job No. 150)
Expiration date 9-4-76
Please return by 8-1-76
Fee $50.00

_____ Please renew this permit. There is no change in plan from last year.

_____ Please renew this permit. Attached are revised application and drawing.

KCH I do not wish to renew this permit.

original to State Lands 7-27-76 DL

8274

43

April 1, 1976

Mr. Albert L. Menashe
Assistant Attorney General
Dept. of Justice
555 State Office Building
Portland, OR 97201

Dear Mr. Menashe:

This is to acknowledge receipt of your letter of March 30, 1976, with attached Notice of Claim stating that Corvallis Sand and Gravel Company owes Linnie W. Tomlin for wages in the amount of $100.54 plus applicable fringe benefits.

From the description given in the Notice of Claim, this appears to be in reference to the F. G. Scott Construction Co., Contract No. 8274, Ritner Creek Bridge Section, Kings Valley Highway, Polk County.

The United States Fidelity & Guaranty Co. furnished the performance bond on this contract. We will advise them of the receipt of this claim.

We note in your letter that you have also forwarded a copy of this letter to the Secretary of State.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: F. G. Scott Construction Co.
3680 Brooklake Rd. NE
Salem, OR 97303

United States Fidelity & Guaranty Co.
Portland Office
520 SW 6th Ave.
Portland, OR 97204

4-1-76
Victim
OK
card

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
PORTLAND DIVISION
555 STATE OFFICE BUILDING
PORTLAND, OREGON 97201
TELEPHONE: (503) 229-5725

March 30, 1976

Mr. Vernon E. Skoog
Controller
Highway Division
Oregon Department of Transportation
434 State Highway Building
Salem, Oregon 97310

Re: Corvallis Sand and Gravel Company - Highway Division, Oregon Department of Transportation, No. 8156; and Corvallis Sand and Gravel Company - Highway Division, Oregon Department of Transportation; and F.G. Scott Construction Co., No. 8274

Dear Mr. Skoog:

Enclosed for filing, pursuant to ORS 279.528, please find notice of claims by the Oregon Bureau of Labor as assignee of various wage claims against Corvallis Sand and Gravel Company. We are also providing notice to the Secretary of State.

We request that you give this matter your immediate attention and if you have any questions, please contact me.

Sincerely,

Albert L. Menashe
Assistant Attorney General

ds

Enc. - claims of Linnie W. Townlin

RECEIVED
MAR 31 1976
HIGHWAY ACCOUNTING

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, OR 97310

VERNON E. SKOOG, Controller, Hwy, Div.
Oregon Dept. of Transportation
434 State Highway Building
Salem, Oregon 97310

F. G. CONSTRUCTION CO.
3680 Brooklake Road, N.E.
Salem, Oregon

Re: Corvallis Sand and Gravel Company --
Hwy. Div., Oregon Department of Transportation
and F. G. Scott Construction Co.,
Contract No. 8274

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Linnie W. Townlin, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Corvallis Sand and Gravel Company, which claim is in the sum of $100.54, plus/applicable fringe benefits. A description of the work, labor and services is set out below:

Work Performed:	Labor Group III
Period:	December 9 - 10, 1975
Rate of Pay:	$9.14 per hour, plus applicable fringe benefits
Amount Earned:	$100.54, plus applicable fringe benefits
Less Paid:	none
Amount Due:	$100.54, plus applicable fringe benefits

This claim is asserted against the bond taken from F. G. Construction Co., as principal, with United States Fidelity and Guaranty Company, as surety, for the work of Highway Construction and Bridge Construction performed for the benefit of Highway Division, Oregon Department of Transportation, a public body.

By _____
DEPUTY COMMISSIONER
Oregon Bureau of Labor

8274

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 2, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project BRS-RS-39(3)
Ritner Creek Bridge

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

In keeping with the Federal Highway Administration policy on membranes for new structures such as the Ritner Creek Bridge, we agree with Mr. Hart's letter, dated 2-10-76, that some type of inexpensive protective system should be placed at this location.

Please proceed to complete this work as you have outlined.

for G. L. Green

RECEIVED
STATE HWY ENG.
MAR 4 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8274

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

CON 8274

February 10, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Ritner Creek Bridge
Contract 8274
BRS-RS-39(3)

The plans for the Ritner Creek Bridge call for the placement of a modified Class C asphaltic concrete wearing surface. This wearing surface was also intended to function as a deck membrane. The specifications for the project failed to call for the modified mix and a membrane treatment of modified C mix or other treatment will have to be the subject of a Price Agreement.

Experience to date indicates that the modified C Mix does not seal the deck 100 percent to the point that a high resistivity can be recorded. It has not been proven that the mix does not provide the degree of protection required in low chloride risk areas.

The Ritner Creek Bridge is on a low volume, western Oregon secondary road where the risk of salts being used is negligible.

The new Ritner Creek Bridge is a slab span structure which should not exhibit the early icing conditions which develop on thin deck T-beam structures. We will investigate other membranes in search of a system which can be economically justified at this location. If such protection

is not available, we request your consideration be given to eliminating the requirement for a membrane on this structure.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Gordon Beecroft
Art Gottfried

ISPORTAT
ISTRATION
'308
1976

RECEIVED
STATE HWY ENGR
FEB 11 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 30, 1976

In reply refer to: 1041BR.1

SUBJECT: Oregon Project BRS-RS-39(3)
Ritner Creek Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
ATTN: Mr. Coulter

It has come to my attention that the plans for this project do not specify a membrane seal for the bridge deck. They do call for a Modified Class C asphalt concrete.

Originally the use of the Modified Class C asphalt concrete was allowed because it was thought to be useable as a membrane. Your recent progress report on deck membranes, however, indicates that this material is not effective as a membrane seal. Therefore, would you please arrange to have an acceptable membrane placed on this project.

The Modified Class C asphalt concrete should also be deleted on any other bridge where it was intended to function as a membrane. I have already written you regarding the Harrisburg Bridge.

G. L. Green

cc
OSHD (A. C. Harwood)
OSHD (W. J. Hart)

RECEIVED
STATE HWY ENGR
FEB 4'76
REFER TO
Jack Hart
FOR
Info | Ltr | D/R | Sign | Act | File

RECEIVED
FEB 5 1976
BRIDGE SECTION

CON 5214

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8274 LETTER OF APPROVAL AND/OR AUTHORIZATION 9-17-75

FEDERAL AID PROJECT NO. BRS-RS-39(3)

STATE PROJECT NO. Ritner Creek Bridge Section

FROM: Mr. G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-52

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 22 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	September 19, 1975	Secondary Route 190	Kings Valley Highway Route 191

GENERAL LOCATION:

SR 223, 014 miles north of Benton County Line north 0.36 miles.

GENERAL DESCRIPTION OF WORK:

You are now authorized to proceed with actual adjustments for Pacific Northwest Bell Telephone Company's tlelephone lines effective September 19, 1975. Reimbursement on an agreed lump sum basis of $353.00 - federal funds $276.00 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Our program memorandum of June 24, 1975 approved this project for inclusion in the Federal-aid program and authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project, on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. We approve the agreement with the Pacific Northwest Bell Telephone Company consisting of your Utilities and Railroad Engineer's letter, the Pacific Northwest Bell Telephone Company's August 20, 1975 letter and the plans and estimate furnished by Mr. Cartwright's September 9, 1975 letter. Mr. J. W. Valentine's Affidavit of the Pacific Northwest Bell Telephone Company's property rights is acknowledged.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-17-75	C R Burghardt	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

9-12-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

1274 LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
BRS-39(3)

STATE PROJECT NO.
Ritner Creek Bridge Sect.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-52

COUNTY NAME
Polk

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR SEP 16 '75 REFER TO FOR
Info
Inves
R/D
D/R
Sign
Act
File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	September 8, 1975	Secondary Route 190	Kings Valley Highway Route 191

GENERAL LOCATION:
SR 223, 0.4 miles north of Benton County Line north 0.36 miles.

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for Consumer Power, Inc., power lines effective September 8, 1975. Reimbursement on an agreed lump sum basis of $9,543.48 - federal funds $7,462.04 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)
Utility Adjustment.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program memorandum dated June 24, 1975 authorized you to proceed with the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. I approve the agreement with the Consumer Power, Inc., consisting of your Utilities & Railroad Engineer's July 25, 1975 letter, the Consumer Powers, Inc., August 27, 1975 letter and the plans and estimate furnished by Mr. Preston's September 5, 1975 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-12-75	O R Burchardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Transaction Number 6-170 and 6-171

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-24-75

BY (Signature): L. W. Rulien's June 16, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☒ OTHERS BRS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. ____ THRU ____			
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
51	BRS-RS-39(3)	0.03	310,300	232,700	Location: Ritner Creek, Bridge Section, Polk County, State of Oregon — Work: Grade, drain, high type pavement and one structure
52	RS-BRS-39(3)	0.33	145,200	113,500	" "
		(0.36)	(455,500)	(346,200)	

RECEIVED
STATE HWY ENGR
JUN 26 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E.S. HUNTER

7-1-75
ORIGINAL TO
L.W. Rulien

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with with provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

RECEIVED
JUN 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-24-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

Con
Ritn
Sp

June 16, 1975

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: L. W. Rullen
Project Management Engineer

SUBJECT: Program Data Submission
Project No. BRS-RS-39(3)

We are submitting program data for one jointly financed project as follows:

Item No. 51: Project No. BRS-RS-39(3), which we desire to have included in the Federal-aid Special Bridge Replacement Program as established by Section 144 of Title 23 U.S.C. This project is being programmed in accordance with Mr. M. F. Maloney's December 29, 1972 memorandum.

Item No. 52: Project No. RS-BRS-39(3), which we desire to have included in the Federal-aid Rural Secondary Highway Program.

The work under this jointly funded project will be known as "Ritner Creek Bridge Section" and it is our present intantion to receive bids for this project on July 31, 1975.

One copy each of State Clearinghouse and District 3 Clearinghouse A-95 review approval letters, dated March 19, 1975 and June 8, 1973 respectively, were forwarded previously.

Enclosure
JG:dc

Budget Bureau No. 41-R2067; Appr

U.S. DEP
BU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

6-16-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): SR 223, 0.4 mi N of Benton Co Line, N 21 68

ADT — PRESENT: 550 DHV 65 — FUTURE: 1,050 (66) — YEAR: 95 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave, One Bridge 02 28 — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(69) — SUPV AGCY (67) — DA CLASSIF. (70) — DA AREA (71)(72) — EMERG. YR. (73)(78) — PL. AUTH YR (74)(75) — PROJECT NUMBER: PREFIX LETTER(S): BRS-RS- 14 28 — NUMBER: 39 7 5

CARD — CLASS OF FEDERAL FUNDS: Special Bridge Replacement — COUNTY NAME: Polk — CODE: 053 (114)(116)

NAME OF URBAN AREA 17-31 — ROUTE NO. S — FEDERAL-AID: 190 (32) — STATE: 191 (36)(37) — U.S.: -- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(1445)	(10	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
1					PE		SR 223, 0.4 mi N of Benton Co Line, N 0.36 mi					
3					ROW							
5					CONST (CODE) X020 6203/04		"Ritner Creek Bridge Section"	(0.36)	(455,500)	(346,200)		
								0.03	310,300	232,700	77,600	
							PROJECT TOTALS	0.03	310,300	232,700	77,600	

(116) (123)(124) (93)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

REMARKS: This project is jointly fin
Bridge Replacement funds and Rural Secondary funds. The brid
will be financed with Special Bridge Replacement funds and th
financed with Rural Secondary funds.

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-16-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 223, 0.4 mi N of Benton Co Line, N		550 DHV 65	1,050	95	10	Oregon	41	115	51

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ve, One Bridge								BRS-RS-	39	(3)		

Special Bridge Replacement

COUNTY NAME: Polk — CODE: 053

ROUTE NO. S — FEDERAL-AID: 190 — STATE: 191 — U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		SR 223, 0.4 mi N of Benton Co Line, N 0.36 mi						Const. one reinf. conc. slab span bridge (L. 170'). Gr., dr., H.T. pave approach roadways at both ends of bridge to provide 2-12' lanes with 4' shldr's RR protective service as required.
ROW								(State & County to relocate existing bridge)
CONST		"Ritner Creek Bridge Section"	(0.36)	(455,500)	(346,200)			ROW-90' min.; Access control-none; Parking restrictions-none. Utility adj. required incl. prep. work.
8/04			0.03	310,300	232,700	77,600		
		PROJECT TOTALS	0.03	310,300	232,700	77,600		

APPROVAL DATES

REMARKS: This project is jointly financed using Special Bridge Replacement funds and Rural Secondary funds. The bridge and related work will be financed with Special Bridge Replacement funds and the roadwork will be financed with Rural Secondary funds.

-over-

RITNER CREEK BRIDGE SECTION

PROJECT NO. BRS-RS-39(3)

Existing Facility:

Roadway---20-foot bituminous surfaced roadway with 3-foot gravel surfaced shoulders.

Structure-Covered timber howe truss bridge with frame trestle approach spans (total length 170'; HC 17'-3'; VC 15'-1";H12 loading)

Adjacent Sections: Same as roadway described under existing facility.

Project Data: Construct, on improved alignment, one reinforced concrete slab span bridge (Br. No. 1251A) 170 feet long with horizontal clearance of 32 feet. Grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.33 mi.) to provide two 12-foot lanes with 4-foot paved shoulders. RR protective service as required.

NOTE: State and County to relocate existing covered bridge for preservation as a historical structure.

Data for PR-37:

Bridge Type Code X020- - - - - - - - - - - Est. Cost $310,300
Roadway Type Code 6203/04* - - - - - - - Est. Cost $145,200
*Contractor's option

Exceptions to Minimum Standards: none.

Relocation Assistance Payments: none involved.

System Action, Airports, Railroads, Water Development, Recreation and Historical Areas: none involved.

IM 50-1-70 Requirements: State Clearinghouse and D
Clearinghouse A-95 review approval letters dated Ma
and June 8, 1973, respectively.

FHPM 7-7-2 Requirements: Negative environmental st
received FHWA concurrence on November 7, 1974.

FHPM 7-7-5 Requirements:

(a) Public Hearings---Corridor/Design held Jan
(b) Location/Design---Granted under the "Secon
Plan" March 31, 1975.

Note:(1) On-the-job trainees, as set forth in FHWA
7-2(2), on this project will be determine
stage and the number stipulated in the PS
(2) This project is in Congressional District

RITNER CREEK BRIDGE SECTION

PROJECT NO. BRS-RS-39(3)

:

-foot bituminous surfaced roadway with 3-foot
avel surfaced shoulders.

vered timber howe truss bridge with frame
estle approach spans (total length 170'; HC
'-3'; VC 15'-1";H12 loading)

: Same as roadway described under existing

nstruct, on improved alignment, one reinforced
bridge (Br. No. 1251A) 170 feet long with
nce of 32 feet. Grade, drain and high-type
dways at both ends of bridge (approx. 0.33 mi.)
-foot lanes with 4-foot paved shoulders. RR
e as required.

County to relocate existing covered bridge
vation as a historical structure.

Code X020- - - - - - - - - - Est. Cost $310,300
Code 6203/04* - - - - - - - Est. Cost $145,200
ractor's option

imum Standards: none.

ance Payments: none involved.

rports, Railroads, Water Development, Recreation
eas: none involved.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated March 19, 1975 and June 8, 1973, respectively.

FHPM 7-7-2 Requirements: Negative environmental statement received FHWA concurrence on November 7, 1974.

FHPM 7-7-5 Requirements:

(a) Public Hearings---Corridor/Design held January 15, 1975.
(b) Location/Design---Granted under the "Secondary Road Plan" March 31, 1975.

Note:(1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.
(2) This project is in Congressional District No. 1.

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-16-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2

REPORT NUMBER: 1

PROJECT LOCATION (45 typewriter spaces): SR 223, 0.4 mi N of Benton Co line, N

ADT: PRESENT 550 DHV 65 | FUTURE 1,050 | YEAR 95

REGION: 10

STATE NAME: Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave, One Bridge

NATL. FOREST | FH ROUTE NO. | SUPV AREA | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): RS-BRS- | NUMBER: 39 | SEC

CARD 4

CLASS OF FEDERAL FUNDS: Rural Secondary

COUNTY NAME: Polk | CODE: 053

NAME OF URBAN AREA

ROUTE NO. S | FEDERAL-AID: 190 | STATE: 191 | U.S.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		SR 223, 0.4 mi N of Benton Co Line, N 0.36 mi.					
5					ROW							
5					CONST (CODE) X020 6203/04		"Ritner Creek Bridge Section"	0.36	(455,500)	(346,200)		
								0.33	145,200	113,500	31,700	
							PROJECT TOTALS	0.33	145,200	113,500	31,700	

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

REMARKS: This project is jointly fina
Bridge Replacement funds and Rural Secondary funds. The bridge
will be financed with Special Bridge Replacement funds and the r
financed with Rural Secondary funds.

-over-

Co
co
br
Gr
ap
bo
to
la
RR
as

(S
re
br

RO
Ac
Pa
no
Ut
in

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-16-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 223, 0.4 mi N of Benton Co line, N		550 DHV 65	1,050	95	10	Oregon	41	075	52

DESCRIPTION OF WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
Pave, One Bridge								RS-BRS-	39	(3)		

SYSTEMS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Polk	053	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	190	191	

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 223, 0.4 mi N of Benton Co Line, N 0.36 mi.						Const. one reinf. conc. slab span bridge (L. 170'). Gr., dr., H.T. pave approach roadways at both ends of bridge to provide 2-12' lanes with 4' shldr's RR protective service as reg.
ROW								(State & County to relocate existing bridge)
CONST (CODE) 020 203/04		"Ritner Creek Bridge Section"	0.36	(455,500)	(346,200)			ROW-90' min.; Access control-none; Parking restrictions-none. Utility adj. required incl. prep. work.
			0.33	145,200	113,500	31,700		
BY		PROJECT TOTALS	0.33	145,200	113,500	31,700		

APPROVAL DATES

REMARKS This project is jointly financed using Special Bridge Replacement funds and Rural Secondary funds. The bridge and related work will be financed with Special Bridge Replacement funds and the roadwork will be financed with Rural Secondary funds.

-over-

USCOMM DUSCOMM-DC 48908-P61

RITNER CREEK BRIDGE SECTION

PROJECT NO. RS-BRS-39(3)

Existing Facility:

Roadway---20-foot bituminous surfaced roadway with 3-foot gravel surfaced shoulders.

Structure-Covered timber howe truss bridge with frame trestle approach spans (total length 170'; HC 17'-3'; VC 15'-1";H12 loading)

Adjacent Sections: Same as roadway described under existing facility.

Project Data: Construct, on improved alignment, one reinforced concrete slab span bridge (Br. No. 1251A) 170 feet long with horizontal clearance of 32 feet. Grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.33 mi.) to provide two 12-foot lanes with 4-foot paved shoulders. RR protective service as required.

NOTE: State and County to relocate existing covered bridge for preservation as a historical structure.

Data for PR-37:

Bridge Type Code X020- - - - - - - - - - - Est. Cost $310,300
Roadway Type Code 6203/04* - - - - - - - - Est. Cost $145,200
*Contractor's option

Exceptions to Minimum Standards: none.

Relocation Assistance Payments: none involved.

System Action, Airports, Railroads, Water Development, Recreation and Historical Areas: none involved.

IM 50-1-70 Requirements: State Clearinghouse a
Clearinghouse A-95 review approval letters date
and June 8, 1973, respectively.

FHPM 7-7-2 Requirements: Negative environmenta
received FHWA concurrence on November 7, 1974.

FHPM 7-7-5 Requirements:

(a) Public Hearings---Corridor/Design he
(b) Location/Design---Granted under the "
Plan" March 31, 197

Note:(1) On-the-job trainees, as set forth in
7-2(2), on this project will be deter
stage and the number stipulated in t
(2) This project is in Congressional Dist

RITNER CREEK BRIDGE SECTION

PROJECT NO. RS-BRS-39(3)

uminous surfaced roadway with 3-foot
aced shoulders.

ber howe truss bridge with frame
roach spans (total length 170'; HC
15'-1";H12 loading)

s roadway described under existing

on improved alignment, one reinforced
(Br. No. 1251A) 170 feet long with
2 feet. Grade, drain and high-type
both ends of bridge (approx. 0.33 mi.)
nes with 4-foot paved shoulders. RR
uired.

o relocate existing covered bridge
s a historical structure.

20- - - - - - - - - - Est. Cost $310,300
203/04* - - - - - - - Est. Cost $145,200
option

ndards: none.

ments: none involved.

Railroads, Water Development, Recreation
ne involved.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated March 19, 1975 and June 8, 1973, respectively.

FHPM 7-7-2 Requirements: Negative environmental statement received FHWA concurrence on November 7, 1974.

FHPM 7-7-5 Requirements:

(a) Public Hearings---Corridor/Design held January 15, 1975.
(b) Location/Design---Granted under the "Secondary Road Plan" March 31, 1975.

Note:(1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.
(2) This project is in Congressional District No. 1.

UNITED STATES GOVERNME

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 23, 1975

In reply refer to: 1041BR/407.4

SUBJECT: Special Bridge Replacement Funds

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have just received telecopier memorandums from Mr. H. A. Lindberg, Associate Administrator for Engineering and Traffic Operations, FHWA, indicating that Oregon has been allocated $1,654,500 for the Federal redistribution share of unobligated Special Bridge Replacement funds for the following bridges:

Bridges	Bridge No.
1. Willamette River Bridge at Harrisburg	00583
2. Grande Ronde River Bridge (Island City)	04821A
3. Oswego Lake Outlet Bridge	06070
4. Ritner Creek Bridge	01251
5. Bear Creek Bridge	32C11

Please send over the PS&E submittal as soon as possible so that you can advertise the projects before the end of the month. This is a requirement of these funds.

/s/ G. L. Green

RECEIVED
STATE HWY ENGR
JUN 24 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

3074

R

June 16, 1975

TO: Executive Department
Federal Aid Coordination Unit

FROM: L. W. Rullen
Project Management Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following jointly funded Special Bridge Replacement-Rural Secondary project.

Item No.	Project No.	Section Name & PNRS No.
51	BRS-RS-39(3)	Ritner Creek Bridge
52	RS-BRS-39(3)	07502-2-400

Enclosure
JG:dc

cc D. E. Swan
J. L. Gaither

8274

127-1443
191

Polk County Board of Commissioners

H. B. HILDEBRAND
Chairman

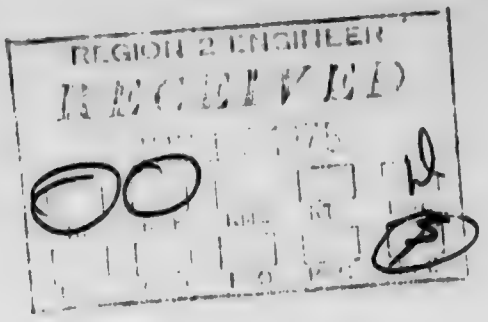
WALTER R. GJERSVOLD
Commissioner

ALAN MILLER
Commissioner

Room 12
County Courthouse
DALLAS, OREGON 97338

Telephone: 623-8171
Extension 44

June 13, 1975



Phil Stearns
Region Federal Aid Engineer
2960 State Street
East Salem Highway Bldg.
Salem, Oregon 97301

Dear Sir:

This letter is to inform you that Polk County has received signed options for the parcels of ground indicated on the attached map for the relocation of the Ritner Creek covered bridge.

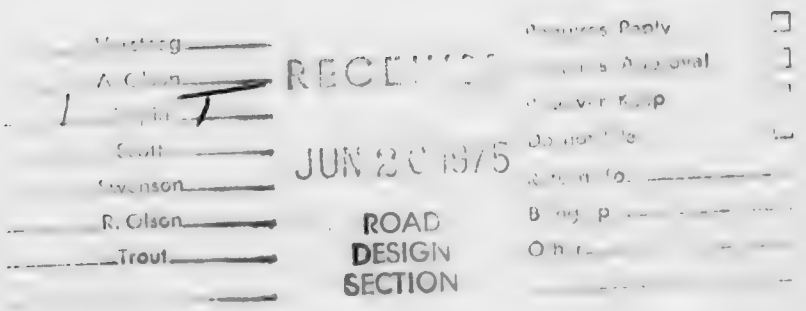
I hereby certify that Polk County will exercise these options as soon as possible.

Sincerely,

POLK COUNTY BOARD OF COMMISSIONERS

H. B. Hildebrand, Chairman

HBH:mk
attachment



Frank:
Easement line shown on plan sheets. L.W.

1R-3-1457

KIAMUTE RIVER

1/2 acre

135+50.00 P.I.
N 400,203.16
E 236,069.95

VALLEY & SILETZ R.R.

S 18°42'35" E

S 17°15'55" E

30'

+00

50

.043 Ac ± Total

41078

5.3 Ac ± Rt.

+50

134+77.77 P.C.

136+22.21 P.T.

1° CR
Δ = 1°26'40"
T = 72.23'

N 400,000

E 236,000

S.P. RITNER D.L.C. No. 58

R. & P. Bullock
178-29

Interior Cor D.L.C. No 58 1" I.P.
N 400,076.07
E 235,712.82

ORE. COORD. SYSTEM
GRID BEARINGS - NORTH ZONE

OREGON STATE HIGHWAY DEPARTMENT	
From	As Shown
For	Right of Way
Highway	Kings Valley
County	Polk
Scale 1" = 100'	Date Mar., 1975

9B-1-17 1R-3-1377

T. 1 R. 6 W.W.M.

126+29.97 P.I.
N 401,164.39
E 235,177.50

125

7.000PT
9.16 acm

+9180

127+00

+50

60

50

C 25 Ac ±

41077

34 Ac ± Rt

CREEK

RITNER

125+9180 P.S.C.

126+57.77 P.C.S.

129+07.77 P.T.

3°CL
=9°35'30"
T=160.24'

122+71.80 P.T.

175 Ac ± Lt

41076

14 Ac ±

S 53°18'25" E

32 Ac ± Rt

+7180

123+41.80 P.S.

10°CR
TΔ=31°35'50"
Ts=288.17'
250' Sns.
S=12°30'
a=4.0

O. & M. Edwards
140-665

P.I.

16+12.32
N 401,
E 235,

T. R.6 W.

Ukari
44

41076

122+71.80 P.T.

3°CL
Δ=9°35'30"
T=160.24'

175 Ac± Lt

14 Ac±

32 Ac± Rt

119+52.08 P.C.

N 401,792.49
E 235,578.0

12+12.32 P.I.

+71.80

05'35" E

+22.08

S 40°42'55" E

50'

40'

119+22.08 PT

12°CR
12°51'30"
Δ=23°51'31"
T=101.31

116+22.43 P.C.

+22.43

S 64°40'25" E

135'

117+23.74 P.I.
N 401,792.27
E 235,117.19

100'

8014

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 11, 1975

FROM: Frank E. Terpin
Final Design Engineer F.E.T.

TO: Donald N. Harwell
County-City Engineer

SUBJECT: Ritner Creek Bridge Section
Kings Valley Highway
Polk County

NOTED
E. S. HUNTER

Refer to my letter dated June 6, 1975, sentence number 3 and delete the following portion "and to construct the approaches to it".

FET:we
cc: E. S. Hunter
C. O. Fredrickson
C. G. Swenson
L. K. Watson

RECEIVED
JUN 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8274

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 6, 1975

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: Ritner Creek Bridge Section
Kings Valley Highway
Polk County

TO: Donald N. Harwell
County-City Engineer

NOTED
E. S. HUNTER

Please prepare an addendum to the existing agreement with Polk County reflecting the following resisions:

1. Delete the channel change shown on the exhibit.

2. Change position of the old structure to span the existing river.

3. Include statements that it is County's responsibility to provide right of way for relocation of the old structure and to construct the approaches to it.

FET:we
cc: E. S. Hunter
C. O. Fredrickson
C. G. Swenson
L. K. Watson

RECEIVED
JUN 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5374

R

May 27, 1975

Board of Commissioners
Polk County
Courthouse
Dallas, OR 97338

Attention: Mrs. Allene Kettleson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Ritner Creek Bridge on the Kings Valley Highway in Polk County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

Attachment

bc Don Harwell (agree. att.)

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 8, 1975

TO Mr. L. W. Rulien
Project Management

FROM George N. Hopkins
Project Development Engineer

SUBJECT Ritner Creek Bridge

Attached is a revised copy of the estimated cost of the Ritner Creek Bridge project. The estimate for removing and relocating the existing bridge is based on cutting the structure loose from the existing supports and moving it, intact, to the new location (100 ft. ±). FHWA will participate to the point of setting the existing structure on the supports at the new location.

State's share of this bid item is 11% x $17,500 = $1,925. This $1,925 could be deducted from the State's commitment to Polk County. Original $15,000 less work performed in the amount of $1,925 = $13,075 due Polk County. This amount would, of course, vary with the bid item and would be contributed toward the nonparticipating balance of the contract.

GNH:scr

Attachment

RECEIVED
STATE HWY ENGR
MAY 12'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Ed - this is as far as F.H.A. will attend

RITNER CR. BRIDGE — ESTIMATE

No. - New

Pricing by Eldred

			Price	Amount
STRUCTURES				
New Ritner Cr. Bridge				
Shoring, Cribbing, Etc.		All Spec		10,000
Structure Excavation		340 cuYds	10-	3400
Structure Excavation - Below Elevations Shown		30 cuYds	12-	360
Special Wall Backfill		150 cuYds	8-	1200
Furnish HP 12 x 53 Steel Piling		400 LinFt	12-	4800
Drive Steel Piles		16 Only	275-	4400
Splice Steel Piles		4 Only	50-	200
Structural Concrete, Class 3300 (355 cy @ 150)		All Req'd		53,250
Structural Concrete, Class 4000 (430 cy @ 155)		All Req'd		66,650
Reinforcement (186,00 lbs @ 035)		All Req'd		65,100
Reinforced Concrete Bridge End Panels		225 Sq Yds	45	10,125
				($219,485)
Old Ritner Cr. Bridge				
Remove and Relocate Bridge		All Spec		5000 17,500
Shoring, Cribbing, Etc.		All Spec		5000 7500
Structure Excavation		260 cuYds	10-	2600
Structure Excavation Below Elevations Shown		30 cuYds	12	360
Structural Concrete, Class 3300 (110 cy @ 150)		All Reqd		16,500
Reinforcement (14,000 lbs @ 35)		All Reqd.		4900
Lumber and Timber, Treated		6 MFBM	700-	4200
				($53560)
				$273,045 ~~85~~

33560
17500
53060

36060
17500
53560

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 2, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer
B U I L D I N G

FROM Robert H. Prange
Rural Engineer
County-City Unit

SUBJECT Construction Agreement

Attached are copies of an agreement with Polk County pertaining to the construction of the Ritner Creek Bridge on the Kings Valley Highway in Polk County.

In addition to the standard provisions of a construction project, there is a stipulation for the State to contribute $15,000 toward the relocation of the old covered bridge and its repair for recreational use by the County.

It also voids an earlier agreement dated March 11, 1969 in which the County agreed to accept the old highway in the Pedee-Ritner Creek Section of the present highway if the Luckiamute Dam were constructed and the highway relocated, including the repair of the Ritner Creek Bridge at its present site.

The agreement has been signed by the County Board of Commissioners and may be presented for approval and execution.

- SUMMARY -

A construction agreement between the State and Polk County providing for construction of the Ritner Creek Bridge which rescinds an earlier agreement on Pedee-Ritner Creek Section no longer valid and provides for contribution by State of $15,000 toward relocation and repair of the existing covered bridge for recreational purposes by County.

PBA:scr

Attachment

RECEIVED
MAY 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MANAGEMENT SECTION
ROUTING — ACTION — INFO
MAY - 5 1975

8374

R

Robert W. Straub
xxxxxxxxxx

May 22, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administrator

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Redistribution of Special Bridge
Replacement Funds

The Oregon State Highway Division, as you know, has obligated its total fiscal year 1976 Special Bridge Replacement funds. In fact, these funds were insufficient to cover Bridge No. 583, Willamette River Bridge at Harrisburg, which has been contracted. The following is a listing of projects on which we could obligate additional monies by June 30 if the funds were available.

Br. No.	Name	Sufficiency Rating	Federal Funds
583	Willamette River Bridge at Harrisburg	48.1	$456,000
1821A	Grande Ronde River Bridge	26.2	$600,000
1251	Ritner Creek Bridge	59.4	$246,000

The above projects total $1,302,000 in federal funds. We believe that we can obligate the money and would appreciate anything that you can do to obtain funds for us.

cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
W. J. Hart
J. H. Versteeg
Victor D. Wolfe

LWR:ljt

5/20/75

SBR Projects

1. Rock Creek Bridge
   - Str. $84,000
   - Gr. & Pave $401,000
   - $485,000 ←

2. Island City Bridge
   - Str. $575,000
   - Gr. & Pave 224,000
   - $799,000 ←

3. Ritner Cr. Bridge
   - Str. $328,000 ←
   - Gr. & Pave - FAS funds

4. Lake Oswego Outlet Br.
   - Str, Gr. & Pave 320,000 ←

8274

Salem, Oregon
May 8, 1975

Frank E. Terpin
Final Design Engineer

C. O. Fredrickson
Region II Engineer

Ritner Creek Bridge Section
Kings Valley Highway
Polk County

1 Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY - 9 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

A statement from Polk County that they are legally capable to acquire the right of way on which to place the old bridge and that they will, in fact, have it by the time it is required, estimated to be November 1, 1975, will be required before we can certify to the FHWA that the right of way is clear when we ask for permission to advertise.

Will you please institute action to acquire such a statement. The project is currently on the construction schedule for the July 31, 1975 bid opening.

FET:we
cc: V. D. Wolfe
L. W. Rulien
John Oakes
L. L. Wallace
C. G. Swenson
Lyle K. Watson

& State Highway
gram
nt Candidates

y Engr Operat

r printout sh
h sufficiency
also forwar
lacement cand

structures el
he new 50 suf

ridge
lumbers

0598
1251
0069
1701
478
935
070
321
11
74
00
89

st submittals
ful in your p

Attachment
Printout (1

G. L. Green

RE
STATE

UNITED STATES GOVERNMENT

8274 **Memorandum**

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Special Bridge Replacement Program
Selection Criteria - Replacement Candidates

DATE: May 6, 1975

In reply refer to: 1041BR/407.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attn: Mr. H. S. Coulter, Asst State Hwy Engr Operation

We have received the SI&A computer printout sheets for the State of Oregon listing the bridges with sufficiency rating of 50 or less and this is attached. We are also forwarding Oregon's bridge selection criteria for replacement candidates dated April 24, 1975.

Please note we find the following structures eligible as replacement candidates including the new 50 sufficiency rating for candidate selection.

Bridge	Bridge Numbers	Sufficiency Rating
Coquille River	00598	48.3
Ritner Creek	01251	50.0
2nd Street, La Grande	09069	22.0
Cozine Creek	18T01	23.7
Coalbank Slough	02478	26.1
Thomas Creek	12935	42.1
Oswego Lake Outlet	06070	43.1
Island City	04821	26.2
Bear Creek	32C11	36.3
Nehalem River	00574	44.0
Snake River - Idaho	01000	48.3
Beaverton Creek	13089	49.2

This information is based on your latest submittals to us under this program. We hope it will be helpful in your planning.

for G. L. Green

Attachment
Printout (Inc. error sheet)

RECEIVED
MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER
CC Rudin
5-9-75

NOTED
H. L. JOHNS

RECEIVED
STATE HWY ENGR
MAY 8 '75
REFER TO
FOR
Info | Invest | R/D | D/P | Sign | Att | File

cc Hunter

0274

R

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salam, Oregon

DATE

TO

March 28, 1975

E. S. Hunter
Asst. State Highway Engineer

FROM

ORIGINAL SIGNED BY
L. W. RULIEN

L. W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

SUBJECT

Location/Design Approval
Ritner Creek Bridge Section
Project No. BRS-RS-475(-)
Kings Valley Highway (ORE 223)
Polk County

We request your approval, under the provisions of the Secondary Road Plan, of the location/design described in the enclosed study report for the subject project on FAS 199.

The current ADT is 520 (DHV is 65) for this location and therefore, the 32-foot roadway width meets the minimum standard allowed under the Secondary Road Plan.

The various sections of the Highway Division, having considered all data as well as the social economic and environmental effects, have concluded that the location/design described in the study report is suitable for the project.

The project received State Clearinghouse and District 3 Clearinghouse A-95 review approval by letters dated March 19, 1975 and June 8, 1973, respectively.

The "Negative Declaration" for the project received FHWA concurrence on November 7, 1974.

The description of the location/design for which we are requesting your approval has been published in appropriate news media as required by FHPM 7-7-5. A copy of the request to the news media for publication is enclosed.

RECEIVED
MAR 31 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Endorsement to Project Management Section
March 31, 1975

Location/Design Approved

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

Enc.

JG:vm

cc: F. B. Klaboe
E. S. Hunter
L. W. Rulien
Victor Wolfe
J. H. Versteeg
Co.-City (G. Hopkins)
D. E. Swan
B. L. Gifford
Region 2 (C. O. Fredrickson)
FHWA (Glen Green)

2374

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1975

In reply refer to: 1041BR.1/407.4

SUBJECT: Special Bridge Replacement Program

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Rulien's March 24, 1975 letter requested that we include three structures to the list of bridges eligible for SBR funding. I am sorry, but I do not have that authority.

Our Washington, D. C. office maintains an inventory of all the State bridges in their computer. This data is information that has been furnished by the State. If you find that the data furnished has become invalid or needs to be changed for one reason or another; it is necessary for you to furnish new data to the Washington computer. With the new data, a new priority list can be computed. This procedure is covered in FHPM 6.7.4.1.

G. L. Green

3-27-75 cc Parker

RECEIVED
STATE HWY ENG.
MAR 26 '75
REFER TO
FOR
Init. | Inve. | R/D | D.R. | Sign | Art.

L. ATE
L. L. JOH

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3374

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1975

In reply refer to: 1041BR.1/407.4

SUBJECT: Special Bridge Replacement Program

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Rulien's March 24, 1975 letter requested that we include three structures to the list of bridges eligible for SBR funding. I am sorry, but I do not have that authority.

Our Washington, D. C. office maintains an inventory of all the State bridges in their computer. This data is information that has been furnished by the State. If you find that the data furnished has become invalid or needs to be changed for one reason or another; it is necessary for you to furnish new data to the Washington computer. With the new data, a new priority list can be computed. This procedure is covered in FHPM 6.7.4.1.

G. L. Green

3-27-75 CC Bulletin

RECEIVED
STATE HWY ENG.
MAR 26 '75
REFER TO
FOR
Info. Inve. R/D D.R. Sgn. Art.

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3

Robert W. Straub
XXXXXXXXXXX

March 24, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY
L. W. RULIEN
L. W. Rulien
Project Management Engineer

SUBJECT Eligible Structures
(SBRP)

Attached is a sheet indicating the structures in Oregon that have been declared eligible for Special Bridge Replacement (SBRP) since the inception of this program. You will note that 12 structures have been reconstructed (7 under this program and 5 under other programs). Current records indicate that the following structures remain eligible:

Br. No.	Name
598	Coquille River
1251	Ritner Creek
9069	2nd Street (La Grande)
18101	Cozine Creek
2478	Coalbank Slough
12935	Thomas Creek
6070	Lake Oswego Outlet

We have received verbal approval from your office to add the Harrisburg Bridge (583) to the eligible list and we are asking that the following additional structures, which are high on the priority list, be made eligible for future funding:

Br. No.	Name
662	Rock Creek
2054	Chehalem Creek (Newberg)
1173	Yachats River

LWR:bb
Attach.

cc: E. S. Hunter
E. L. Hardt
D. H. Moehring

LARRY

SPECIAL BRIDGE REPLACEMENT

	Hwy. No.	County	Route No.	Region	Section	Work	Estimated Cost 1975	Date Contract	Contract Amount	Remarks
					FHWA APPROVED 8-10-71 INDEPENDENTLY					
	450	Malheur	-	5	Snake River (Adrian) Br.	Structure	716,200	6-12-72	716,200	
					FHWA APPROVED 5-5-72 INDEPENDENTLY					
	211	Linn	OR 226	2	Sanderson Bridge	Structure	1,385,500	8-8-72	1,385,500	
					FHWA APPROVED 12-29-72					
	-	Deschutes	793	4	Little Deschutes Riv. (Montgomery) Br.	Structure	118,200	10-8-73	118,200	
	-	Washington	631	1	Tualatin Riv. ((Golf Course Rd.) Br.	Structure	534,200	5-8-74	534,200	
2					Burnt River Br.	-	-	-	-	Project Not on S
3				3	Woahink Lake Br.	3 Structures	588,300	11-16-73	588,300	
4	-	Lane	226	3	Woahink Lake Br.					
5	-	Lane	226	3	Woahink Lake Br.	Structure	18,600	10-16-73	18,600	
6	-	Lane	226	1	Prickett Cr. (Stringtown Rd.) Br.	Structure	187,100	6-6-74	187,100	
7	-	Washington	837	2	Silver Cr. (Main St.) Br.	Structure	1,625,000	-		
8	-	Marion	147	3	Coquille Riv. Br.	Structure	198,000	-		
9	244	Coos	-	2	Ritner Creek Br.					
10	191	Polk	OR 223							
					FHWA APPROVED 5-21-74					
				5	U.P.R.R. 2nd St. (La Grande)	Structure	1,290,000			
1	City St. Union		-	2	Cozine Creek Br.	Structure	358,000			
2	City St. Yamhill		-	3	Coalbank Slough Br.	Structure	1,230,000			
3	9	Coos	US 101	3	Munger Creek Br.	Structure	55,000	-	-	Replaced by C
4	-	Josephine	17-110	3	Coos River (Landrith) Br.	Structure	880,000	8-23-74	(1,507,400)	Secondary Ru
5	-	Coos	255	4	McKay Creek Br.	Structure	39,000	5-1-74	(68,000)	Secondary Ru
6	-	Crook	717	5	Bear Creek Br.	Structure	100,000	-	-	New Sec. Rur
7	-	Wallowa	476	2	Humbug Creek Br.	Structure	115,000	7-6-72	(159,800)	Secondary Ru
8	-	Clatsop	912	2	Thomas Creek Br.	Structure	199,000			
9	-	Linn	763	1	Oswego Lake Outlet Br. (McVay Ave)	Structure	175,000			
10	-	Clackamas	-							
						Total Contracts			3,548,100	
						Apport. Total			4,379,000	
						Total Apport. Balance			830,900	

3-20-75

LARRY

SPECIAL BRIDGE REPLACEMENT

Route No.	*Region*	*Section*	*Work*	*Estimated Cost 1975*	*Date Contract*	*Contract Amount*	*Remarks*
		FHWA APPROVED 8-10-71 INDEPENDENTLY					
-	5	Snake River (Adrian) Br.	Structure	716,200	6-12-72	716,200	
		FHWA APPROVED 5-5-72 INDEPENDENTLY					
OR 226	2	Sanderson Bridge	Structure	1,385,500	8-8-72	1,385,500	
		FHWA APPROVED 12-29-72					
793	4	Little Deschutes Riv. (Montgomery) Br.	Structure	118,200	10-8-73	118,200	
631	1	Tualatin Riv. ((Golf Course Rd.) Br.	Structure	534,200	5-8-74	534,200	
		Burnt River Br.	-	-	-	-	Project Not on System
226	3	Woahink Lake Br.					
226	3	Woahink Lake Br.	3 Structures	588,300	11-16-73	588,300	
226	3	Woahink Lake Br.					
837	1	Prickett Cr. (Stringtown Rd.) Br.	Structure	18,600	10-16-73	18,600	
147	2	Silver Cr. (Main St.) Br.	Structure	187,100	6-6-74	187,100	
-	3	Coquille Riv. Br.	Structure	1,625,000			
OR 223	2	Ritner Creek Br.	Structure	198,000			
		FHWA APPROVED 5-21-74					
-	5	U.P.R.R. 2nd St. (La Grande)	Structure	1,290,000			
-	2	Cozine Creek Br.	Structure	358,000			
US 101	3	Coalbank Slough Br.	Structure	1,230,000			
17-110	3	Munger Creek Br.	Structure	55,000	-	-	Replaced by County
255	3	Coos River (Landrith) Br.	Structure	880,000	8-23-74	(1,507,400)	Secondary Rural, County
717	4	McKay Creek Br.	Structure	39,000	5-1-74	(68,000)	Secondary Rural, County
476	5	Bear Creek Br.	Structure	100,000		-	New Sec. Rural County, Comm. 1-22-75
912	2	Humbug Creek Br.	Structure	115,000	7-6-72	(159,800)	Secondary Rural, County
763	2	Thomas Creek Br.	Structure	199,000			
-	1	Oswego Lake Outlet Br. (McVay Ave)	Structure	175,000			
			Total Contracts			3,548,100	
			Apport. Total			4,379,000	
			Total Apport. Balance			830,900	

8374

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Special Bridge Replacement Program

DATE: March 18, 1975

In reply refer to: 1041BR/407.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attention: Mr. E. S. Hunter

We have heard via the grapevine that there is a possibility that unused funds in the Bridge Replacement program will be recalled for distribution to those States who have projects ready to go. Please note that you have approximately $630,000 in unobligated balance under the Bridge Replacement program as of December 31, 1974. In order for you to take maximum advantage of this program you should place as many approved candidate structures under contract as possible and have some bridges stockpiled to utilize the possible extra funds. The following remaining structures have been approved as candidates and are not under any form of programming.

List 1

Coquille River	$ 1,700,000
Ritner Creek	168,000

List 2

2nd Street (La Grande)	1,292,000
Cozine Creek	358,000
Coalbank Slough	1,230,000
Thomas Creek	199,000
Lake Oswego Outlet	175,000

RECEIVED
STATE HWY ENGR
MAR 19 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

RECEIVED
MAR 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-20-75
CC Burlin
Hart
Mackenzie
action!
Ed.

If you have additional poor condition structures that you wish to place on the available candidate list a request should be initiated to include these structures along with their inventory inspection necessary for placement on the candidate list. If you desire additional candidates submitted under your previous list you should make a request for additional structures. This information should be submitted as soon as possible for we understand that early April will probably be the deadline for reconsolidating unused funds.

G. L. Green

8274

~~PRO 6-5~~

February 14, 1975

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rullen
Project Management Engineer

SUBJECT Notice of Intent for Federal Aid Secondary
(Special Bridge Replacement Funds)
State Admin. Dist. No. 3
Ritner Creek Bridge
Kings Valley Highway
Polk County

In reviewing our records we note that no PNRS number or response have been received by the State Clearinghouse. The A-95 Notice may have been inadvertantly misdirected.

Would you please give this Notice priority attention. We have received comment from i.e.:

U.S. Dept. of Agriculture
Dept. of the Army, Corps of Engineers
Mid-Willamette Valley C.O.G.

An affirmative response by the first week in April will expedite this project.

BLG:pr

8274

R

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 7, 1975

SUBJECT: Ritner Creek Bridge Section
Kings Valley Highway
Polk County

To: E. S. Hunter
Assistant State Highway Engineer

Enclosed is our study report for the corridor-design hearing on the subject project.

If you concur with our recommendations, please forward the entire package to Larry Rulien for distribution (including one copy to Region 2 for information).

Victor D. Wolfe
Location Engineer

Enc.

VDW:mc

RECEIVED
FEB 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

E. S. Hunter
Date 2-10-75

2-10-75
ORIGINAL TO
L.W. Rulien
w/att.

8274

R

January 24, 1975

The Honorable Alan Miller
Polk County Commissioner
County Courthouse
Dallas, Oregon 97338

Dear Mr. Miller:

Representative Marx has requested that I give you a status report on the Ritner Creek Bridge Section, Kings Valley Highway No. 191 (ORE223), in southern Polk County.

Recap of events to date:

March 1969: County and State entered into an agreement regarding disposition of existing alignment, based on study of the proposed "Pedee Dam" on the Luckiamute.

May 1973: Petition (80+ signatures) protesting removal of Ritner Creek covered bridge.

June 1973: Relocation estimate for existing structure--$20,000; property acquisition and site preparation is additional.

March 1974: Meeting between County and State regarding disposition of existing structure and method of payment for renovating, moving and maintenance.

May 1974: State offer of $15,000 to County toward re-establishment of existing structure.

June 1974: County's ballot measure regarding special levy of $29,000 for relocation, restoration, land purchase and additional $2,000 annual maintenance levy.

July/August 1974: County and State on-site inspection to review plans, status of project, particulars, etc.

January 1975: Public hearings held regarding proposed construction of Ritner Creek Bridge.

The foregoing provides you an assessment to date of the progression of the project.

The testimony at the hearing and data gathered in this regard will be evaluated and submitted for approval and, if approval is received, authorization will be granted to proceed with the project. Upon authorization, right-of-way acquisition will commence--after which the project will be let out for bids. The current construction schedule shows the project is being considered for construction in June of 1975.

The State will definitely honor our commitment of $15,000 to Polk County toward relocation of the existing structure. I hope this alleviates your concern and, if anything additional is needed, please let me know.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: The Honorable Robert Marx

bc: A. E. Johnson
L. W. Rulien
Victor D. Wolfe
E. S. Hunter
George Hopkins
C. O. Fredrickson
Ralph Sipprell

DNH:ljt srb

0274

File: Br. 1251A

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 5, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Ritner Creek Bridge 1251A
Ritner Creek Bridge Section
Kings Valley Hwy.
Polk Co.

Enclosed are two prints each of Drawings 29849, 23798, and 24189 which are the preliminary plan and elevation, vicinity map and foundation data sheet for the subject structure.

Also enclosed are two copies each of the foundation recommendation and hydraulic report.

The alignment was established to allow stage construction of the new structure and eliminate a detour bridge. The roadway width is in accordance with the requirements for the project. The elevation was established to prevent inundation of the slab spans during a design flood. The length will span the existing channel from bank to bank.

Three alternates were studied for the superstructure. A cast-in-place concrete slab, precast prestressed concrete slabs, and Type II prestressed concrete beams with a cast-in-place deck. All three types were estimated to cost approximately the same. The prestressed beams would require a raise in the grade line which is objectional and precast slabs are difficult to construct on a bridge with varying superelevation and spiral alignment. We propose to build the cast-in-place concrete 3-span slab bridge which is estimated to cost $256,000. This estimate is based on approximate quantities and includes an allowance for engineering and contingencies.

RECEIVED
DEC 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JMT/ag
Encls.

cc E. S. Hunter
L. W. Rutten
V. E. Skoog

ly

6274

127-1410 R

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 20, 1974

Board of Commissioners
Polk County Courthouse
Dallas, Oregon 97338

NOTED
E. S. HUNTER

RECEIVED
NOV 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ATTENTION: Honorable Cliff Jones
CHAIRMAN

Gentlemen:

The Oregon State Highway Division has proposed plans for a future project on the Ritner Creek Bridge Section of the Kings Valley Highway (ORE 223), in Southern Polk County approximately 1 1/2 miles north of the community of Kings Valley.

The proposal consists of replacing the existing structure with a three span concrete bridge 180 feet long and 32 feet wide. The bridge will provide for two twelve foot lanes with four foot shoulders. The site of the new bridge approximates that of the existing structure. Bank slopes will be 2:1, and a retaining wall of 50 to 60 feet in length on the north side of the stream is proposed. The existing covered span would become the property of Polk County and would be moved downstream from its existing site. Future development of a park area is being studied by the County and the Regional Park Agency to provide for a park setting, public access, and enjoyment of the covered bridge.

This is to advise you than an informal informational session will be held in the Pedee Elementary School in Pedee between 4:00 p.m. and 9:00 p.m. on Tuesday, January 14, 1975. State Highway Division engineering and right-of-way personnel will be present to discuss various matters, including relocation assistance programs with persons who may be affected by the project.

Pursuant to state statutes and federal regulations, a formal public hearing pertaining to the corridor-design features will be held in the Pedee Elementary School in Pedee on Wednesday, January 15, 1975, beginning promptly at 7:30 p.m. Right-of-way and construction schedules will be discussed and opinions and views accepted at this formal hearing, with an additional ten days allowed for further written statements or comments. A statement pertaining to the project from you or other interested persons would be appreciated at the hearing.

A statement regarding the environmental effects this proposed project will have on the area is available in the State Highway Division's Region 2 Office, East State Highway Building, Salem. Copies will also be available at the informational session and formal hearing.

In order that all interested persons may be informed of the proposed plans, the Highway Division will have a Public Notice published in the appropriate newspapers in the vicinity on Thursday, December 12, 1974, and on Thursday, January 9, 1975, or the nearest publication date thereto.

If a meeting or further information is desired pertaining to details regarding this matter, please notify this office immediately; telephone 378-2626, Salem.

Very truly yours,

C. O. Fredrickson

C. O. Fredrickson
REGION 2 ENGINEER

POS/elk

Corridor-Design Hearing
Ritner Creek Bridge Section
Kings Valley Highway
Polk County

cc: Transportation Commission
Director of Transportation
Administrator/Highway Engineer
Deputy Engineer
Assistant Engineer, Design
Assistant Engineer, Operations
Assistant Engineer, Planning
Administrative Assistant
Bridge Design
Construction
Mass Transit Division, Salem
Motor Vehicles Division, Salem
FHWA, Salem & Portland
US Department of Housing, Urban Development: Portland & Seattle
Regional Coordinator, US Department of Interior, Portland
Bureau of Outdoor Recreation, US Department of Interior, Seattle
Bureau of Sport Fisheries and Wildlife, Portland
Local Government Relations Division, Salem
Office of the Governor, Natural Resources, Salem
Deparment of Environmental Quality, Portland
Fish Commission of Oregon, Portland
Oregon State Department of Forestry, Salem
Oregon State Wildlife Commission, Portland
Economic Development Division, Portland
Soil & Water Conservation Committee, Salem
State Marine Board, Salem
Division of State Lands, Salem
County-City
Environmental
Finance
Legal
Location
Maintenance
Management Services
Project Management
Parks & Recreation
Planning
Public Affairs
Research
Right-of-way
Road Design
Traffic
Utility Unit
Commission Services
Art Gottfried, Resident Engineer
H. C. Johnson, District Engineer
Public Utility Commission, Salem
Oregon State Board of Health, Sanitation-Engineering Division, Portland
Oregon Council of Architects, AIA, Portland
Oregon Traffic Safety Commission, Salem

continuation.....

George W. Dewey & Assoc., 180 Commercial St., NE, Salem 97301
Freight Liner Corp., 2525 SW 3rd, Portland 97201, Atten. Personnel Sec.
Izaak Walton League of American, Inc. 1505 Cornell Ave., Gladstone 97027
ATTENTION: James A. Potter, President
Northwest Steelheaders Council of T.U. 4133 SW 41st Pl. Portland 97221
ATTENTION: DARRELL SMITH, Chairman
Oregon Environmental Council, 2637 SE Walter AVE. Portland 97201
ATTENTION: Larry Williams, Executive Director
Oregon Roadside Council, P.O. Box 1557, Portland 97207
ATTENTION: J. Herbert Stone, President
Mid-Willamette Council of Governments, Salem
Superintendent of Public Schools, 619 Court St., Dallas 97338
LaCreole Junior High School, 510 Brown Road, Dallas 97338
Kings Valley Grade School
Pedee Elementary School, Kings Valley Highway, Monmouth
City of Dallas
City of Monmouth
City of Independence
City of Salem
City of Falls City
Benton County
Oregon Historical Society, 1230 SW Park, Portland 97205
Consumers Power, Inc., P.O. Box 1108, Corvallis 97330
ATTENTION: Dean Johnson
Pacific Northwest Bell Telephone Company, 700 State St., Salem 97301
ATTENTION: Ed Mueller
Valley & Siletz R.R. Company, P.O. Box 337, Independence 97351
ATTENTION: Earl Lane, Superintendent
Ms. Ray Bullock, Rt. 2 Box 91, Monmouth 97361
Regional Park and Recreational Agency, Robert L. Maxey, Director
Lloyd Taber, Rt. 2 Box 165, Monmouth 97361
Stan Allyn, 123 Coast Drive, P.O. Box 123, Depoe Bay, Or. 97341
Mr. Blondel H. Carleton, 6705 N. Wilbur Ave., Portland 97217
Southern Covered Bridge Assoc., Rt. 1 Box 228, Cary, North Carolina
Richard T. Donavan, 5450 SW 38th Court, Hollywood, Florida 33023

NOTICE OF PUBLIC CORRIDOR-DESIGN
HIGHWAY HEARING

Notice is hereby given that the Oregon State Highway Division proposes to hold a corridor-design hearing pertaining to their proposed plans for the Ritner Creek Bridge Section of the Kings Valley Highway (ORE 223) in Southern Polk County, approximately 1 1/2 miles northerly of the community of Kings Valley.

The proposal consists of replacing the existing structure with a three span concrete bridge 180 feet long and 32 feet wide. The bridge will provide for two twelve foot lanes with four foot shoulders. The site of the new bridge approximates that of the existing structure. The replaced covered span would become the property of Polk County and would be moved downstream. Future development of a park area is being studied by the County and the Regional Park Agency to provide for a park setting, public access, and enjoyment of a covered bridge.

An informal informational session will be held, with plans for the proposal on display, in the Pedee Elementary School in Pedee between the hours of 4:00 p.m. and 9:00 p.m. on Tuesday, January 14, 1975. Interested persons may examine the plans and other pertinent information developed by the State Highway Division and written views received as a result of coordination with other interested agencies. State Highway Division engineering and right-of-way personnel will be present to discuss the proposal, including relocation assistance programs, with those persons who may be affected by the project.

The formal public hearing pertaining to the corridor-design features will be held in the Pedee Elementary School on Wednesday, January 15, 1975, beginning promptly at 7:30 p.m. Any interested person desiring to express an opinion pertaining to State's proposal is invited to do so, and in addition, may submit written statements at the hearing or to the Transportation Commission within ten days after the public hearing. Schedules for right-of-way acquisition and construction will be discussed at the foraml hearing.

A statement regarding the environmental affects this proposed project will have on the area will be available at the State Highway Division's Region 2 Office, East State Highway Building, Salem, 97310, and at the informational session and public hearing.

If any questions arise pertaining to this matter, please contact Mr. C. O. Fredrickson, Region 2 Engineer in Salem, phone 378-2626.

C. O. Fredrickson
REGION 2 ENGINEER
Oregon State Highway Division

POS/elk

11-22-74

OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

RITNER CR. BRIDGE SEC.

KINGS VALLEY HWY.

POLK COUNTY

8274

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 25, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Ritner Creek Bridge
Highway 223
Polk County, Oregon

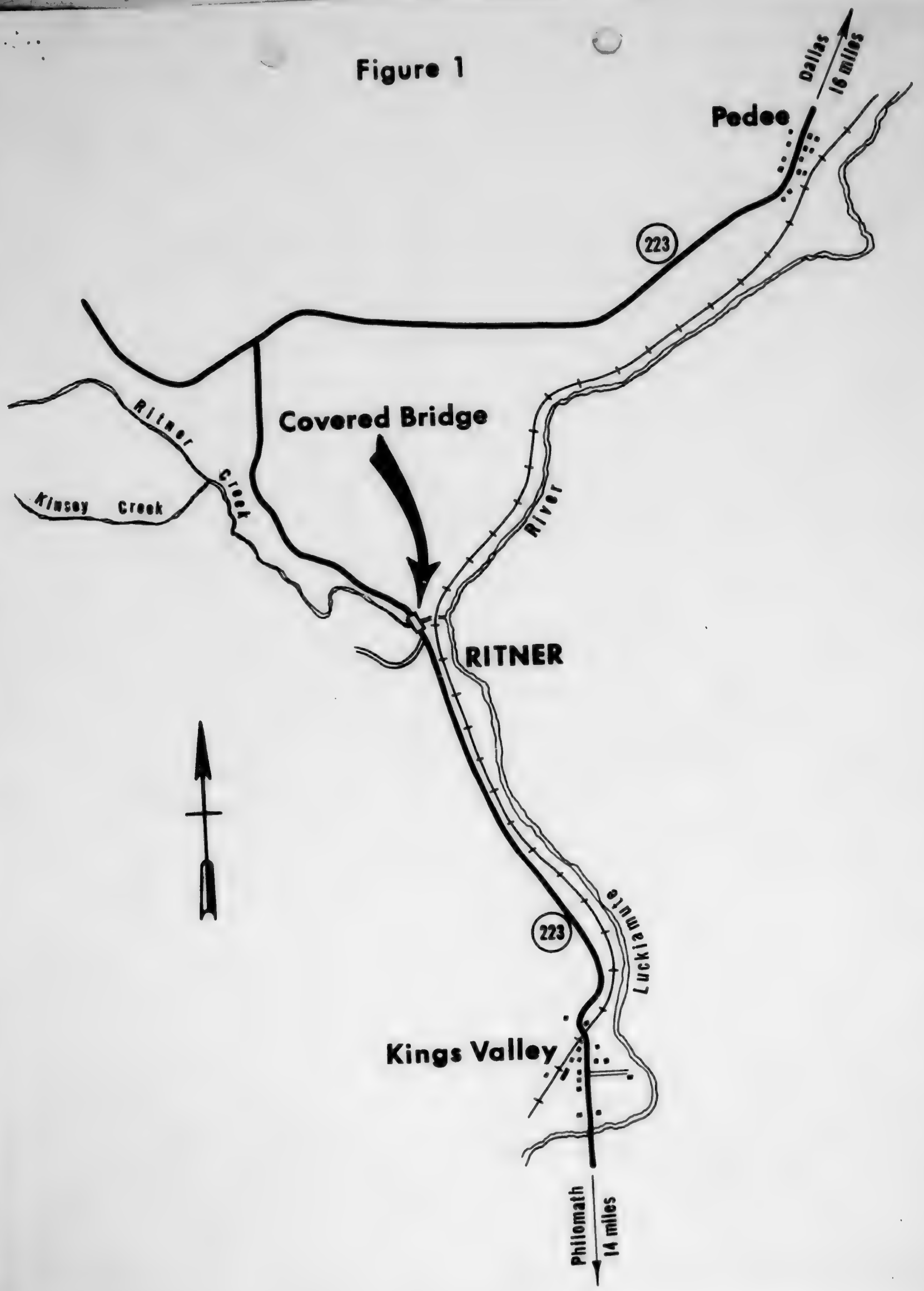
This negative declaration precedes our request for location and design approval of the subject project.

LOCATION AND PURPOSE OF PROJECT

State Highway 223 crosses Ritner Creek near its confluence with the Luckiamute River one and one-half miles north of Kings Valley. This point in southern Polk County is approximately twenty-five miles southwest of Salem. (See Figure 1.)

The existing bridge at this location is a covered wooden span. From a historical standpoint, the bridge is an excellent example of the standardized design of the late 1920's. From the standpoint of the highway user, however, the bridge is a safety hazard and needs to be replaced. Approximately 530 vehicles per day cross the bridge; thirty-one percent of these vehicles are trucks. The existing bridge is so narrow that only one-way traffic is allowed for large vehicles. The lanes on the bridge are nine feet in width with no shoulders. Sight distance is at a minimum due to the enclosed nature of the bridge and a 16^{0} curve and dip in the road north of the bridge. The horizontal and vertical alignments allow a safe speed of only thirty miles per hour.

Figure 1


Dallas
16 miles
Pedee
223
Ritner Creek
Kinsey Creek
Covered Bridge
Luckiamute River
RITNER
223
Kings Valley
Philomath
14 miles

Another reason for replacing the existing structure is the high cost of maintenance. The State Bridge Superintendent has estimated that $25,000 is needed immediately for repairing the wooden span. If the bridge were to stay in use, the approach and span decking, stringers, felloeguards, handrails, and bulkheads would need to be rebuilt or replaced. Furthermore, routine inspections and repairs must be more frequent than for modern bridges.

In summary, the purposes of this bridge replacement project are to increase highway user safety and to decrease maintenance costs. A proposal for preserving the covered span is also presented.

DESCRIPTION OF PROPOSED PROJECT

The replacement structure is proposed to be 180 feet long and 32 feet wide. Two solid web piers would support the three-span concrete structure. The bridge would provide two twelve-foot travel lanes with four-foot shoulders. The site of the new bridge approximates that of the existing bridge. (See Figure 2.) Bank slopes are to be 2:1, and a retaining wall of 50 to 60 feet in length on the north side of the stream is proposed.

The new bridge would be constructed in two stages, alleviating the necessity for a detour route. A sixteen-foot wide section would be built initially on the upstream side of the wooden span. After movement of the covered bridge to its downstream site, the second sixteen-foot section of the new bridge would be constructed. During the second stage of construction, only one lane would be open for vehicular traffic. Caution signs and fixed-time signals or other signal system would direct traffic safely into one lane during the construction process.

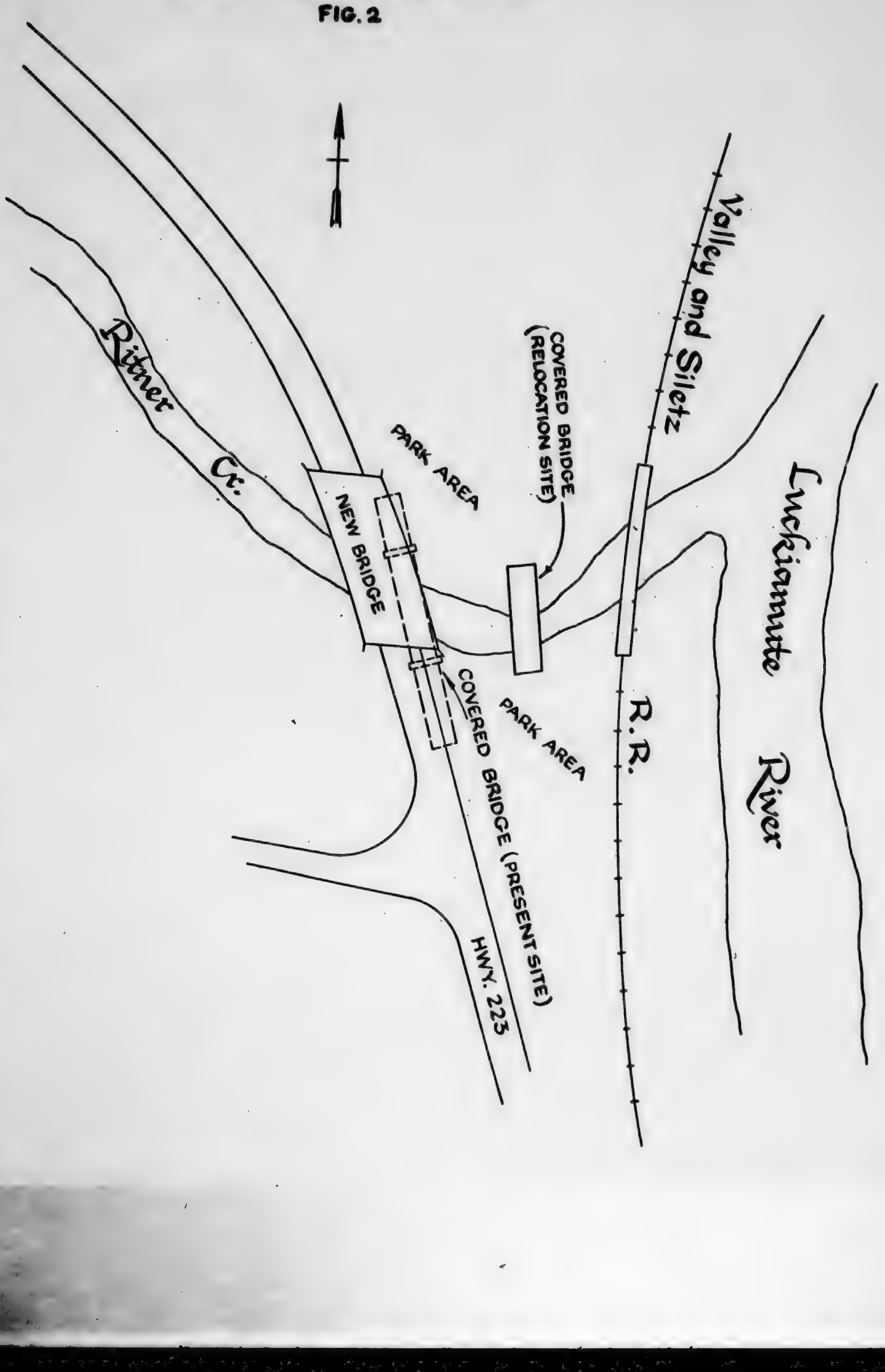
The alignment of the new bridge would decrease the curvature of this highway section from 16^{o} to 10^{o}. This improved alignment would require approximately one additional acre of right-of-way from a landscaped farmyard and from developed farm land. The dip in the roadway northerly of the bridge is a blind spot for motorists approaching the bridge from the south and would be eliminated by raising the grade. The raised grade-line of the roadway would then be above the ordinary flooding elevation, and the road would therefore not be inundated during major flooding periods.

Approximately 3,300 tons of base, 300 cubic yards of riprap, 1,200 tons of asphaltic concrete, and 8,000 cubic yards of additional embankment would be used in this project and would be obtained from commercial sources. Revegetation measures to reduce erosion of the slopes would be undertaken.

The existing covered span would become the property of Polk County and would be moved downstream from its existing site. On May 28, 1974, citizens of Polk County passed a ballot measure which authorized a

PROJECT SKETCH MAP

FIG. 2



special tax levy to provide for preservation of the covered bridge and establishment of a public park near the bridge. The levy authorized $29,000 for the tax year 1974-1975 for the relocation and restoration of the bridge and acquisition of property for the park, with $2,000 to be provided annually for maintenance. The State Highway Division will assist in the project. Polk County in conjunction with the Regional Park and Recreation Agency, is contemplating designating the site of the relocated bridge a park area. Future development of the park area is being studied by the county and the Regional Park Agency to provide for a park setting, public access, and enjoyment of the covered bridge.

EXISTING ENVIRONMENTAL SETTING

Ritner Creek Bridge is located on what was once known as the Kings Valley Market Road. The creek was named after Sebastian Ritner, a pioneer who in 1845 received a land grant in the area. The highway runs through a wooded, rural valley on the west edge of the Willamette Valley and lies on the flood plain of the Luckiamute River. Typical soil type is fine-textured clay loam.

Native wildlife in the area is not unusual in species type or composition. The Luckiamute River has resident cutthroat, rainbow trout, and anadromous fish. Ritner Creek also has resident cutthroat and coho salmon. Steelhead are not known to Ritner Creek, but rainbow trout have been stocked in the past.

The dense streamside vegetation consists of fir, oak, and alder trees and many varieties of smaller shrubs and plants. On the southeast side of the bridge is a mature Douglas fir that is approximately 160 years old and 150 feet tall. Large old oak trees are in the farmyard upstream from the bridge and are a significant part of the landscape.

Ritner Creek has a drainage basin of 14.2 square miles. The confluence of the creek with the Luckiamute River is about 250 feet downstream from the highway. Highwater has occurred in the bridge area as a result of backwater from the Luckiamute River being augmented by high runoff in the Ritner Creek Basin. It is not known whether both streams crest at the same time, but it appears that they peak reasonably close together. The Valley and Siletz Railroad bridge, 120 feet long and on a 43^{o} skew angle to the creek downstream, obstructs the stream flow due to size, spacing, and skew of the bridge piers. Records indicate that current flowed across the sag north of the bridge in the winters of 1955, 1964, and 1965 in recent history. However, only the flood of 1964 forced closure of the highway.

The primary land use in the vicinity is farming, with emphasis on livestock. As compared to the Willamette Valley as a whole, the farms in this area are smaller in size, yielding lower income. Many are classed as part-time farms. Logging is taking place in the forests not far from the bridge, and there is a lumber mill in Pedee, a community north from the bridge, as well as Kings Valley to the south.

The Valley and Siletz Railroad lies between the bridge site and the Luckiamute River, and because of present vegetation, the railroad bridge is barely visible from the highway.

Covered bridges give the environmental setting historical interest. Today, Ritner Creek Bridge is one of 60 covered spans remaining in Oregon. There were 95 in 1963 and 450 during the 1920's. Fewer than 100 now dot the landscape from British Columbia to central California. Polk County has one other covered bridge -- the Dallas Pumping Station Bridge. Covered bridges in Oregon are maintained either by counties or private owners, with the exception of the Ritner Creek Bridge, which is state-owned.

The fifty-year-old Ritner Creek Bridge is an excellent example of the State Highway Division's standardized design of the late twenties. (See Figure 3.) Hamer and Curry, Contractors, erected the bridge in 1926-27 at a cost of $7,000. The main span is 75 feet, with a two-span approach on the north end and a three-span approach on the south. The width of the main span is 20 feet. The bridge timber is old growth Douglas fir. The design illustrates the use of tall windows, flaring corner supports, exposed end beams, and shingled roof. The bridge is a Howe truss, characterized by vertical metal rods tied to the timber members.

There is a strong public sentiment for preserving the bridge, as evidenced by petitions, letters to the Governor and the State Highway Engineer, a "Save Our Bridge" interest group, and passage of the May ballot measure.

The Ritner Creek covered bridge is included in the Statewide Inventory of Historic Sites and Buildings, compiled by the Parks and Recreation Branch of the Oregon State Highway Division under provisions of the National Historic Preservation Act of 1966. Under federal program guidelines, this inventory is the reservoir from which all nominations to the National Register of Historic Places are selected. The Ritner Creek Bridge, as it exists, is eligible for nomination to the National Register. Prior to nomination, the property must be approved by the State Advisory Committee on Historic Preservation. The Parks and Recreation Branch plans to submit the Ritner Creek Bridge as a candidate to the National Register to the State Advisory Committee on Historical Preservation after relocation is completed.

ALTERNATIVES TO THE PROPOSAL

The State Highway Division originally proposed replacement of the covered span at Ritner Creek as part of a project to improve 1.9 miles of roadway from just north of Pedee Creek to immediately south of Ritner Creek. The Pedee-Ritner Creek project would have improved the vertical and horizontal alignment of the section and would have eliminated about 0.7-mile of the existing roadway by more-or-less paralleling the Valley and Siletz railroad tracks. Two structures were included in the proposal, the subject Ritner Creek Bridge and a bridge over Pedee Creek at the north end of the project. Two alternative alignments were considered for the southerly end of the project. One alignment placed the new structure over Ritner Creek downstream from the old bridge, between the existing bridge and the railroad bridge. With this alternative, the old

Figure 3

RITNER CREEK BRIDGE

An Artist's Rendering
(Doug Tope, Engineering Graphics)
Oregon State Highway Division

bridge would have stayed in place. The other alignment had the new bridge on the site of the old, therefore causing relocation of the old bridge. The cost estimate for this project in 1962 was $530,000.

The U. S. Army Corps of Engineers announced in the mid-1960's that they had a study underway in the Luckiamute River Basin to investigate the feasibility of constructing multiple-purpose reservoirs, a system of small tributary reservoirs, and channel improvements. One of the sites identified as a possible dam location was near Pedee. The backwaters from this dam would inundate the State Highway Division's Pedee-Ritner Creek project area. This highway project, contingent upon Corps of Engineers planning, was therefore discontinued by the Highway Division. Also, the current high cost estimate ($2.2 million-1974) and the low traffic volume on the subject highway contributed to the decision to inactivate the project. The Luckiamute River Basin study has progressed to the point where alternative measures and sites have been identified for further investigation. One of three possible reservoir sites under study exists at Pedee. Even if this site is selected and funding approved by Congress, construction is several years away. Replacement of Ritner Creek Bridge, however, is urgent and needs to proceed irregardless of the proposed reclamation plans because of the rapidly deteriorating existing bridge.

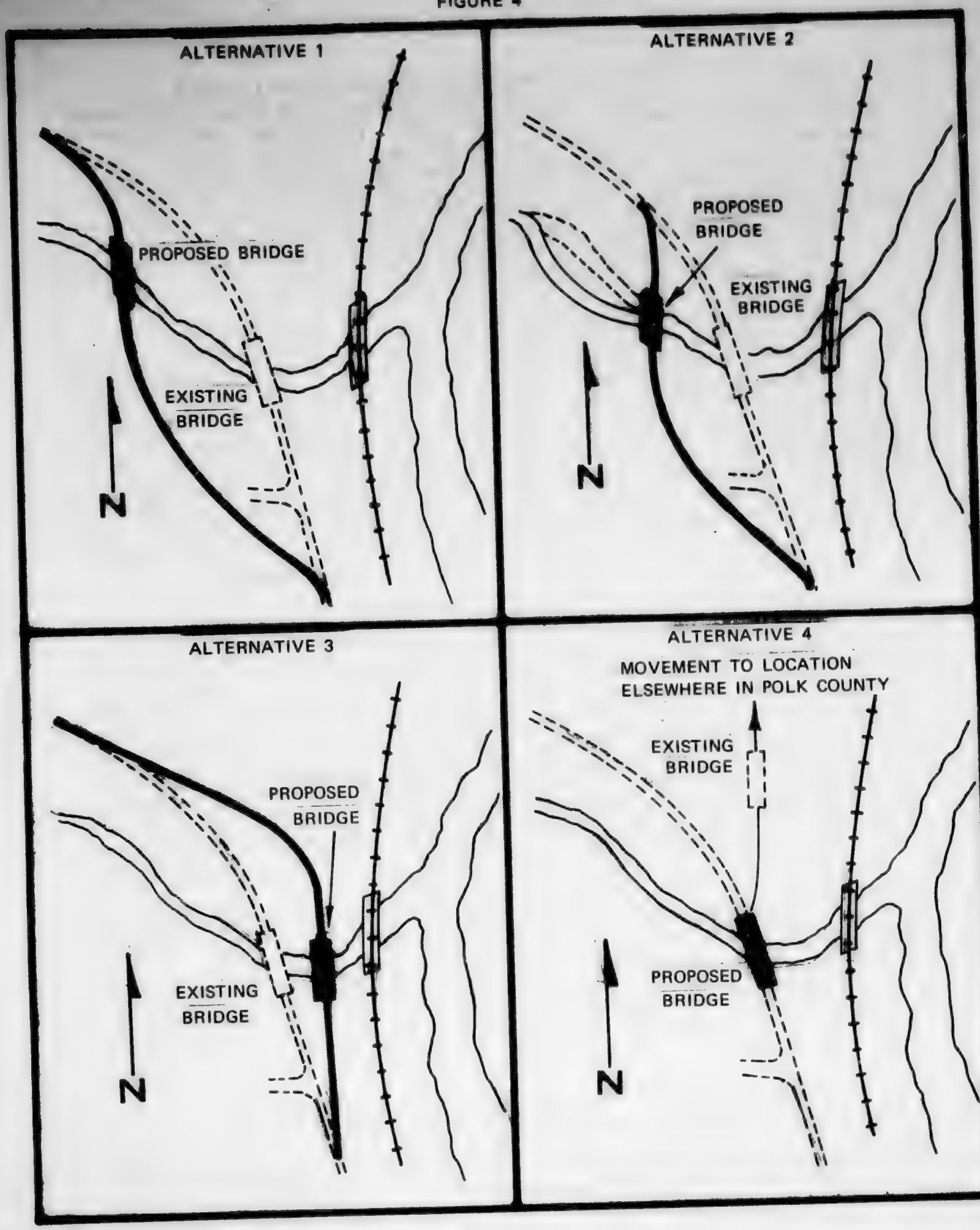
More recently the State Highway Division has considered the following alternatives to the proposal: (1) building the new bridge approximately 550 feet upstream from the present bridge, (2) building the new bridge about 250 feet upstream from the present bridge, (3) building the new bridge downstream between the present bridge and the railroad bridge, (4) moving the covered bridge out of the area and placing the new bridge on the present alignment, and (5) taking no action. (See Figure 4.)

Alternative 1, a plan to leave the existing covered bridge in place and build the new bridge approximately 500 feet upstream, would be the most beneficial in improving highway safety, since it would be possible to increase sight distance by flattening curves to a maximum of 6^{o}. Nevertheless, the environmental and economic costs are great due to the additional right-of-way required, longer approaches, the bisection of tillable land, and the displacement and division of a farm operation. Some streamside vegetation would be cleared at the site of the new crossing. However, the vegetation enhancing the aesthetic quality of the covered bridge would not be affected. The historical value and setting of the old bridge would be unaffected by this alternative.

Alternative 2, building the new bridge approximately 250 feet upstream from the existing bridge and leaving the existing bridge in place, is a modification of Alternative 1. This plan would have about the same safety benefits as Alternative 1, although the maximum curve would increase to 10^{o}, the same as the proposal. Additional right-of-way through tillable land would be required. The alignment would encroach upon the landscaped yards of two homes, one yard containing mature oak trees. This alternative would require a channel change of Ritner Creek. The historical value and natural setting of the covered bridge would be unaffected in this alternative.

ALTERNATES

FIGURE 4



Alternative 3 would leave the existing bridge in its present location and would have the new bridge erected downstream between the existing bridge and the railroad bridge. This alignment would perpetuate or even increase the poor alignment of the existing road. This plan would necessitate encroaching on the landscaped yard of one farm home and traverse the area proposed for the public park. This alternative would require removal of the vegetation near the covered bridge, which contributes to the aesthetics of the setting. Historical value of the old bridge would be reduced by changing its setting from a natural one with heavy vegetation to an open area with three closely parallel bridges.

Alternative 4 is a plan to move the covered bridge out of the area to another location in Polk County and to build the new bridge on the present alignment. Suggested locations for the covered bridge have been the Nesmith Historical Park in Rickreall and Helmick State Park. From a safety standpoint, this alternative is similar to the proposal. The cost of a new span and approach would be the same also. Right-of-way requirements and vegetative disruption would be minimal. The major impacts of this plan are the cost and uncertainty of moving the bridge. It would probably be necessary to dismantle and reassemble the bridge at the new site. It is not known whether the bridge could withstand such treatment. Likewise,the historic value would be reduced by relocating the bridge out of its indigenous area.

The no-action alternative is costly in terms of potential hazard to the highway user, maintenance expenditures for repair, and possible destruction of the historically valuable property. Traffic projections to 1990 indicate that there will be 1,000 vehicles per day on this highway. This type of span is not compatible with the safety standards of the 1970's and the future. As noted previously, wooden bridges require more frequent inspections and repairs than do modern concrete spans. Ritner Creek covered bridge is approaching its fiftieth year of use. With the projected increase in vehicular use and age, maintenance expenses can be expected to accelerate. The potential exists for major structural damage of the bridge.if an accident involving heavy vehicles were to occur on it. Removing heavy traffic use from the bridge would insure its longevity.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The proposal requires approximately one acre of farmland for right-of-way on the upstream side. No unique flora or fauna exist in the area. Construction of the new bridge, relocation of the old, and realignment of the approaches will necessitate some removal of vegetation. Habitat reduction will be minimal. Revegetation and landscaping are necessary to reduce erosion potential and to restore the bridge setting to a natural condition.

A channel change was considered in this project proposal to improve the stream hydraulics of Ritner Creek. Highwater has occurred across the roadway north of the bridge and has backed up to the Edwards' residence west of the bridge. The proposed channel change involved widening the stream bottom to 50 feet (from the present 25 feet) and straightening the stream for approximately 330 feet upstream from the railroad bridge. The 2:1 slopes were to be riprapped to prevent erosion.

After weighing the positive and negative effects of the channel change, it was decided to delete the change from the proposal. The principal reason for deleting the channel change is that a channelized stream is not compatible with the desired aesthetics of the park. The symmetry of the channel would have degraded the appearance of the meandering natural stream. Furthermore, construction activities associated with channelization would have caused extensive removal of vegetation, temporary reduction in water quality and fish population, and downstream siltation.

Raising the roadway north of the bridge would impede the stream flow somewhat and could raise the highwater elevation a few inches on the upstream side of the bridge in the event of major flooding. This rise in highwater elevation could be off-set by three methods. First, the grade-line of the approach north of the bridge could be held down, which would build in a traffic hazard by creating a blind spot in the vertical alignment. Second, a bank of five overflow pipes, 44 inches by 72 inches, could be placed under the roadway. These pipes would lower the water elevation by only about two inches. At a cost of approximately $10,000 per pipe, this method would not be economically feasible for the returns gained. The third course of action would be to reconsider the channel change, the Highway Division's recommended solution to the highwater elevation increase.

The probability for water damage to the Edwards residence from an increase in highwater elevation is minimal, since the flooding condition under consideration is for a 50-year frequency and the elevation increase would not exceed floor level in the house. The adverse effects of the solution to the hydraulics problem would be greater than the problem itself.

Traffic volumes will not increase as a result of this project. Therefore, noise and air quality -- currently well within federal and state standards -- will not be affected. Noise and dust during construction will be temporary adverse effects.

It is the Highway Division's contention that the project proposal will affect the historical significance of Ritner Creek Covered Bridge, but that these effects will be only temporary. Furthermore, this lessening of historical value due to the change in location is offset by the plan to preserve the bridge in a park setting.

Historical significance of covered bridges is established by a combination of the following: (a) architectural and design value; (b) period; (c) integrity of location, setting, and materials; (d) workmanship and (e) feeling and association. Movement of the bridge downstream will affect only (c) and (e) above. The bridge will remain in the same immediate area across Ritner Creek, so the integrity of location will be retained. The setting, which contributes to the feeling and association that the bridge evokes in the viewer, will be changed temporarily by the necessary removal of some trees and vegetation to allow construction of the new bridge and approaches, movement of the old bridge, and creation of the public park. The Highway Division is investigating special construction procedures that will minimize removal of vegetation and damage to the bridge while it is being moved to the new location.

The tall, mature Douglas fir which is presently located at the south and easterly end of the covered span will be removed, as requested by Polk County officials. The tree is leaning toward the stream and the northerly side of its base is undercut from stream bank erosion. This condition now poses a potential hazard to the old bridge and would pose a similar problem to the new bridge and the relocated covered bridge.

The present natural setting will be "opened-up" to expose three nearly parallel stream crossings -- the new bridge, old bridge, and railroad bridge. With proper landscaping and time, vegetation will again return the site to its present natural appearance.

Historical and engineering values of the covered bridge after relocation will be sufficiently intact for the bridge to remain eligible for evaluation under the National Historical Preservation program. Evaluation of the bridge in its new location will be necessary and will need to be addressed in any future park plans.

The major beneficial historical effect of the proposal is that there is a plan to preserve the bridge. Additionally, the proposal allows for a new county park with the bridge as a focal point. Visitors can then enjoy the bridge in a safe, pleasureful manner without confronting motor vehicles. With care and attention, the longevity of the covered bridge can be extended by its being relieved of motor vehicle traffic.

BASIS FOR NEGATIVE DECLARATION

It is the opinion of the Highway Division that the proposed replacement of the Ritner Creek Bridge is necessary for travel safety. Construction of a new bridge should alleviate the hazardous situation that now exists. The A-95 review of this project was completed June 8, 1973, with all responses favorable. A public hearing for the project is scheduled in the near future. There is strong public sentiment for preserving the covered bridge as a historical property, not necessarily as an integral part of the state highway system. The need for replacement is generally recognized, and the plan to restore the bridge in a park setting will answer both the sentiment and the need.

Since the existing covered bridge will not be destroyed and its historical and cultural value not lost, it is the conclusion of the Oregon State Highway Division that this project would not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the physical, economic or social environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State
Highway Division

CONCUR _____ DATE NOV 7 1974
for Division Engineer

DS:ss

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
C. O. Fredrickson
L. H. Young
H. S. Cox
D. G. Talbot
P. Hartwig

8274

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 16, 1974

In reply refer to: 1041EC.1

SUBJECT: Oregon Project S-39(-)
Ritner Creek Bridge, Highway 223
Negative Declaration

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We are returning the subject negative declaration with the following recommendations for revisions and/or additions as per our discussion with Mr. Gary Potter, Environmental Manager:

1. The inclusion and discussion of an alternate location previously studied which proposed relocating the highway to parallel the railroad alinement north of the subject bridge.

2. The impact section states that the proposal will increase the high water line elevation 1/2 foot on the Edwards' property west of the bridge in the event of flooding. This is considered a potential major impact and a more detailed discussion of this impact should be made.

for G. L. Green

Attachment

RECEIVED
STATE HWY ENGR
OCT 17'74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | -

Orig - [illegible]

Cy ael

,2374

Polk County Board of Commissioners

CLIFFORD R. JONES
Chairman

CLINTON FORBES
Commissioner

H. B. HILDEBRAND
Commissioner

Room 12
County Court House
DALLAS, OREGON 97338

Telephone 623-8171
Extension 44

October 5, 1974

Gary Potter, Manager
Environmental Section
Oregon State Highway Division
Public Highway Building
Salem, Oregon 97310

Re: Ritner Creek Bridge

Dear Mr. Potter:

The Polk County Board of Commissioners concurs in the Negative Declaration regarding the Ritner Creek bridge location on Highway 223 in Polk County.

We think moving the old covered bridge down stream to its new location without disturbing the channel, and removing the fir tree on the south bank of Ritner Creek, which we consider a hazard, is certainly the most feasable plan to pursue.

Respectfully,

BOARD OF COMMISSIONERS

Clifford R. Jones

Clifford R. Jones, Chairman

CRJ/mc

NOTED
R. L. SCHROEDER

RECEIVED
OCT 8 1974
Office of
Assistant State Highway Engineer

cc Schroeder ✓
Ramjoue
Harwell
Rucion
Fredrickson

8074

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

October 4, 1974

FILE: ENV 2-1

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Ritner Creek Bridge
Highway 223
Polk County, Oregon

TO: R. L. Schroeder
Assistant State Highway Engineer

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign six copies and return same to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: J. H. Versteeg
V. D. Wolfe
L. W. Rulien
C. O. Fredrickson

NOTED
R. L. SCHROEDER

RECEIVED
OCT 4 1974
Office of
Assistant State Highway Engineer

8374

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE: 127-1410

INTER-OFFICE CORRESPONDENCE

August 28, 1974

Salem, Oregon

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

SUBJECT: Ritner Creek Bridge

TO: File

NOTED
E. S. HUNTER

On this date Vic Wolfe, Gary Potter, C. O. Fredrickson, Don Harwell and I met with the Polk County Commissioners Clifford Jones, Henry Hildebrand, and Clifton Forbes, and County Surveyor Ralph Howe, to discuss the Ritner Creek Bridge project on the Kings Valley Highway.

This meeting was a result of a previous meeting as documented by letter from Don Harwell to Ed Hunter, dated 7-17-74. The discussion paralleled items cited in Mr. Harwell's letter.

Mr. Wolfe presented the Highway Division's plan of replacing the existing structure on the present alignment. A minimum of channel work and shrub removal is proposed. The existing bridge would be moved downstream and an area indicated for a park to be constructed by the County.

The Commissioners approved this plan for presentation at the public hearing, and indicated their desire for removal of the large fir tree south and east of the existing bridge.

POS:lb

cc: Victor Wolfe
Don Harwell
Polk County Board of Commissioners

9-3-74
copies to
E.S. Hunter
L.W. Rulien
G. Potter
W.J. Hart

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

RECEIVED
SEP 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

74

cc: Location
Project Management
Environmental
Bridge
Region 2

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

July 17, 1974

TO: Mr. E. S. Hunter
Asst. State Highway Engineer
B U I L D I N G

SUBJECT: Ritner Creek Bridge
Kings Valley Highway #191
Polk County

D.N. Harwell

FROM: D. N. Harwell
Assistant Engineer
County & City Unit

NOTED
E. S. HUNTER

Regarding subject matter and concerns of various parties, Chuck Fredrickson, Vic Wolfe, and I met with the Polk County Board of Commissioners on Monday, July 15, to review various aspects and/or engineering restraints regarding reconstruction of the Ritner Creek Bridge on the Kings Valley Highway.

Previous correspondence indicated a design for new alignment upstream from the present Ritner Creek structure. The basic reason for this was to preclude tree removal and destruction of the natural vegetation in the immediate area. Study reveals that this alignment would bisect a sizable piece of tillable land as well as sever a farmhouse from its out buildings.

After some discussion, the Commissioners felt that perhaps the plan as originally proposed would be the most feasible of several alternates. That is, relocation of the existing Ritner Creek Bridge easterly approximately 75 feet, with the proposed new Ritner Creek structure in its place. The major concern is for elimination of proposed channel change, creation of a parking area for park purposes, and extensive landscaping.

The Location Section agreed to study these matters, coordinate same with the MWV Park-Recreation Coordinator, Russ Richards, and report back to the County Commissioners.

It is believed this matter can be resolved by a cooperative effort and after a meeting with Polk County, proceed with the necessary hearings, etc., at which time, mention should include the alternate routes studied and why they were not selected.

DNH:ljt

RECEIVED
JUL 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc Newton
Hart 7-22-74

8274

Ritner R...

FORM 8-33

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE July 11, 1974

TO MEMO TO FILES

FROM Dwight A. Smith
Environmental Section

SUBJECT Ritner Creek Bridge
Polk County

RECEIVED
COUNTY & CITY SECTION
JUL 11 1974
☐ ENGR ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

1. Yesterday afternoon, Wednesday, July 10, 1974, there was an informal on-site visit to Ritner Creek Bridge. Those in attendance were Polk County Commissioners Clifford Jones, Henry Hildebrand and Clinton Forbes; Russ Richards and Bob Maxey, Mid-Willamette Regional Park and Recreation Agency; Ms. Ray Bullock and Lloyd Tabor, local property owners; and Dwight Smith and George Ramjoue', Environmental Section, OSHD.

2. The purpose of the visit was to formulate and evaluate plans for the preservation and restoration of the covered bridge and for the creation of the county park adjacent to the bridge. The general consensus was that the covered span should stay in its present location, that the creek and natural vegetation should remain undisturbed as much as possible, and that the new bridge and approaches should be placed upstream from the present bridge.

RECEIVED
STATE HWY ENGR
JUL 12 74
REFER TO
FOR
Info | Inves | R/B | O/R | Sign | Act | File

3. A need was expressed for better communication links between the regional park agency and the Highway Division, so that highway and park planning could be undertaken simultaneously. The park people stated that they would start formulating a preliminary park design and would like to present the design to the citizenry of Polk County at the public hearing conducted by the Highway Division. The park people also requested some mapping of the area and highway design alternatives to facilitate their park planning.

DS:cb

cc: Si Cox
D. Harwell
D. Bagger
G. Wills
W. Hackleman
C. O. Fredrickson - Region II
G. A. Potter
G. Ramjoue'

7-11-74
Additional data subsequent to my letter of July 8. Don H

Klabue - Schroeder - Hunter
Rulion - Wolfe - Vaeteng - Hart
Boyd - Talbot

3574

R

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 8, 1974

FILE:

SUBJECT: Ritner Creek Bridge
Kings Valley Highway
Polk County

TO: E. S. Hunter
Assistant State Highway Engineer

FROM: D. N. Harwell
Assistant Engineer, County-City Unit

NOTED
E. S. HUNTER

On March 20, 1974, a critical path was established for the proposed replacement of the Ritner Creek Bridge Section on the Kings Valley Highway in Polk County.

The various personnel have been working diligently to accomplish this at the earliest possible date and the hearing was tentatively scheduled for August 15, 1974.

On Friday, July 5, Commissioners Clifford Jones and Henry Hildebrand called and reported that after review of preliminary maps and proposed alignment, various persons interested in the project desired an on-sight meeting with the Commissioners to discuss the proposal with regard to the proposed channel change, tree removal, disruption of the area as it presently exists, realignment via a new route rather than relocation of the existing structure, park site, etc.

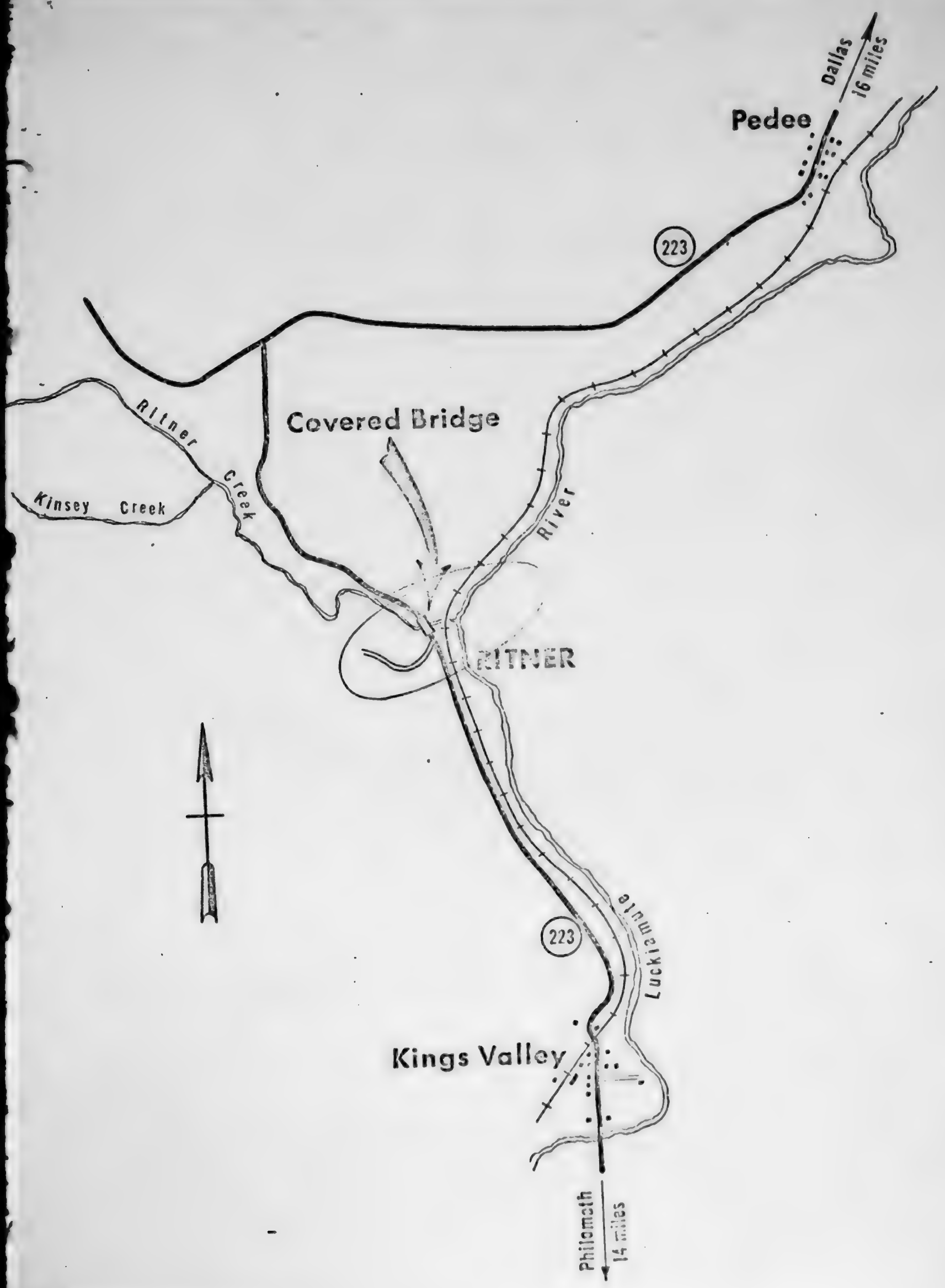
The County will send a letter presenting their wishes after citizen review. In the meantime, the hearing will be deferred to a later time.

Regarding the statement to be read at the hearing, the State should briefly describe the proposal for the project and disposition of the covered bridge and the proposed park site. The County will elaborate on their long-range plans.

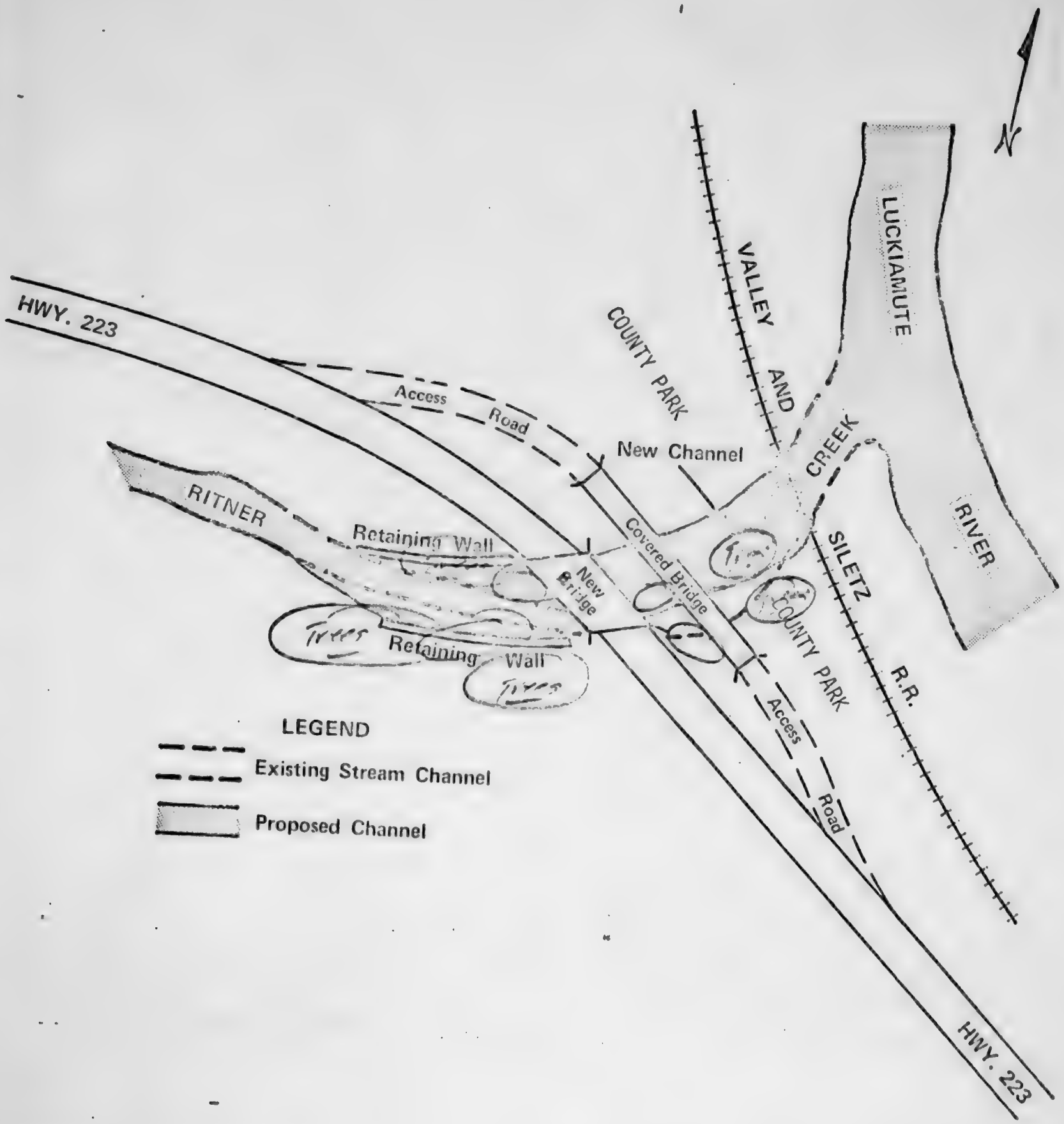
DNH:mm
Att: 3 sketches

cc: F. B. Klaboe
R. L. Schroeder
L. W. Rulien
Victor Wolfe
J. H. Versteeg
W. J. Hart
Polk County Board of Commissioners
Gary Potter
J. B. Boyd
C. O. Fredrickson
David Talbot

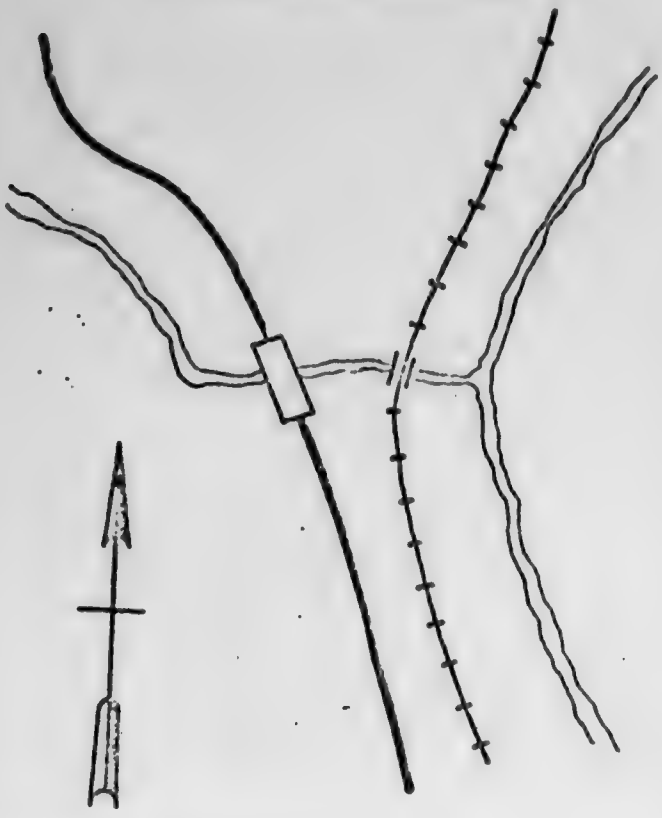
RECEIVED
JUL 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER


Dallas
16 miles
Pedee
223
Covered Bridge
Ritner Creek
Kinsey Creek
River
RITNER
223
Luckiamute
Kings Valley
Philomath
14 miles

PROJECT SKETCH MAP
RITNER CREEK BRIDGE

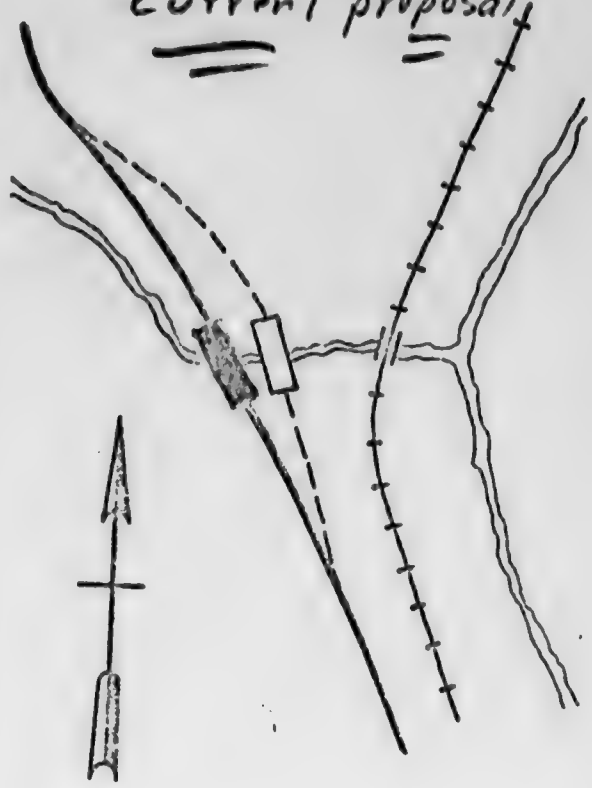


Existing Situation

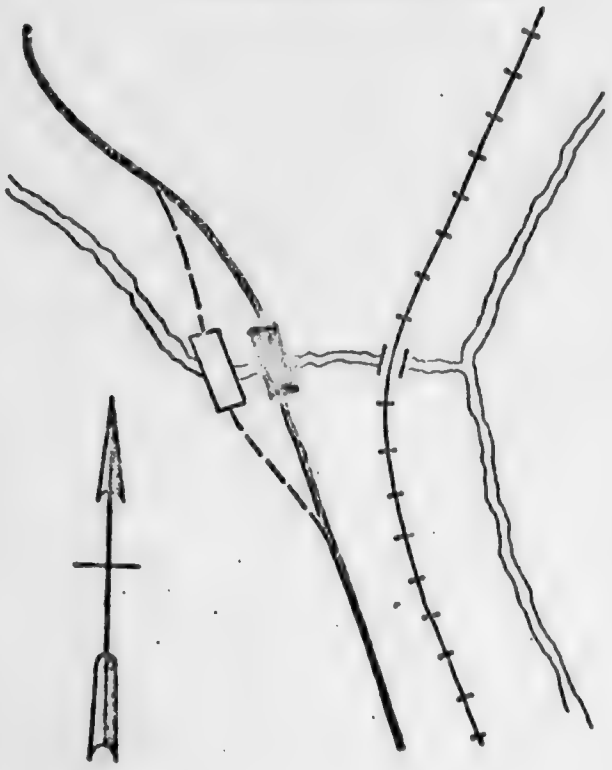


Alternative 1

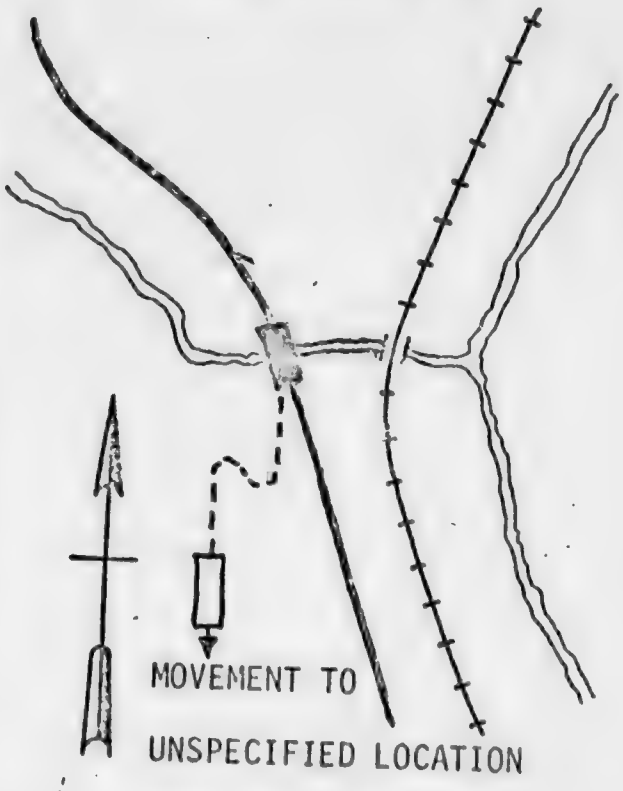
Current proposal



Alternative 2



Alternative 3



COVERED BRIDGE PROPOSED BRIDGE COVERED BRIDGE ACCESS ROAD

8274

FORM S-30

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, OR 97330

DATE June 17, 1974

TO C. O. Fredrickson
Regional Engineer

FROM Richard E. Nelson
Resident Engineer

SUBJECT Materials Source
Ritner Creek Bridge Section

Embankment material is available from a B.L.M. source approximately one mile East of M.P. 23.56 on the Maxfield Creek road, source #2-5-2. Three and one-half mile haul to the project.

Rip rap and embankment material is available from the State owned "Read Creek" quarry, M.P. 29.8; 8.8 mile haul to the project. Source #2-16-2.

Surfacing materials would be supplied from existing commercial sources, probably from Corvallis.

cc: Frank Terpin

1 Hunting
copy T. Olson
T. Terpin
E. Stitt
copy Swanson
R. Olson
copy Trout

RECEIVED
JUN 21 1974
ROAD

Requires Reply ☐
Requires Approval ☐

8374

R

FORM E 20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE May 8, 1974

TO Memo To File

FROM J. B. Boyd
Right of Way Engineer

NOTED
E. S. HUNTER

SUBJECT Kings Valley Highway
Right of Way Files

In viewing the right-of-way files tentatively proposed for the new Ritner Creek Bridge replacement and the moving of the covered bridge downstream on Ritner Creek, it would appear that we are effectively blocking construction of the Pedee Ritner Creek Section.

In my opinion it is highly tenuous that the present flood control project on the Luckiamute will ever be constructed due to environmental considerations. The survey and work done to the present time by moving the bridge downstream effectively blocks the proposed alignment and the effort that has been accomplished on it. This was discussed with George Wills, who has apparently considered this in the present project.

This memo will document the problem and provide for effective removal of files that have been prepared previously and submitted as right-of-way files.

JBB:CR
CC E. S. Hunter
R. L. Schroeder
C. O. Frederickson
Victor D. Wolfe
Rod J. Henry
Hal Versteeg

RECEIVED
MAY 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

-8274

R

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE April 29, 1974

TO R. L. Schroeder
Assistant State Highway Engineer

FROM David S. Fenton
Regional Environmentalist

SUBJECT

Attached is a copy of a letter from Mrs. Ray Bullock of Polk County. I came in contact with her in my research regarding the Ritner Creek Bridge project.

I thought that you might enjoy reading the letter. Mrs. Bullock's maiden name, incidentally, is Ritner.

DF:cb

Enclosure

cc Gary A. Potter
George Ramjoue'

RECEIVED
APR 30 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

April 20, 1974

David S. Fenton
Regional Environmentalist
Highway Div.
Salem, Ore. 97310
Dear Mr. Fenton,

I want to thank the highway department for the excellent job they are doing of clearing the right-of-way along Hwy 223. (the lies in the area near the Pitner Creek Bridge). It has made the roadside very neat and attractive and also made the visability in many areas much better. (in some areas it is much safer to drive due to the increased visability). Not knowing to whom we should relay our thanks, I felt that you could forward the message to the ones responsible if it is someone other than you.

We also want to thank you again for all of your efforts toward saving the covered bridge. It was surely a real disappointment when Gold County became an uncooperative body to pursue the project to the end, but truely it should be no surprise based on their past record. It appears that (if the levy is approved) the bridge will probably be moved from the area & likely will not be accessable from the State highway and one questions the value of saving it when it is far from easy access. To my knowledge, the County has made no attempt to relocate it in the immediate area and their press release point out

that if they will accept it) it will go on land the County presently owns. We have a small piece of property between the two a railroad trade which could be obtained with no problems, but the Co. has never inquired.

Did Mr. Faber tell me that there is yet a possibility the bridge could become a federal historical marker? We would still like to see the bridge left in the immediate area — to re-locate it elsewhere would seem to destroy a great deal of the history of it.

I appreciate your availability for discussing these matters. It is nice to find a way to directly contact someone in the state government.

Thanks again.

Mrs. Ray Bullock
Rt. 2 Box 91
Monmouth, Or. 97361

8374

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 20, 1974

TO Memo to the Files

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Ritner Creek Bridge

It is important to replace the Ritner Creek Bridge on the Kings Valley Highway by letting a contract as soon as possible.

In order to bring this project to contract this summer, the following critical path should be adhered to by all sections involved.

Program the project with FHWA	April 1
Prepare the draft EIS	April 15
Schedule a combined hearing	May 21
Prepare the final EIS	June 1
Clear the right of way for construction	June 20
Contract the project	July 18, 1974

In order to adhere to the critical path outlined above, it is necessary that Si Cox, Chuck Fredrickson and George Wills immediately determine with Polk County the location for the existing covered bridge and to revise the existing agreement accordingly.

Please arrange a meeting with Polk County within the next week to determine their requirements.

ESH:jf
cc: F. B. Klaboe
R. L. Schroeder
L. W. Rulien
J. H. Versteeg
W. J. Hart
J. B. Boyd
C. O. Fredrickson
Gary Potter
H. S. Cox

8274 Wills & Fredrickson

Bridge #
Polk CR
Padee - Ritner Cr Section
P.H. etc.

FORM E-33 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February ~~6~~ 26, 1974

To: MEMO TO FILES

SUBJECT: Ritner Creek Bridge
Kings Valley Highway
Polk County

RECEIVED
COUNTY & CITY SECTION
FEB 7 - 1974
☐ ENGR ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

After discussion with E.S. Hunter February 5, the following action is to be taken regarding subject project:

Agreements with Polk County, et al, should be made regarding disposition of existing covered bridge.

Establish appropriate alignment according to disposition of existing covered bridge.

Structure to be financed with SBRP funds--approaches with Secondary Rural funds.

Proceed to negative or environmental impact statement as appropriate.

Schedule hearing, if required, and complete subsequent actions to advance to contract.

George C. Wills
Location Field Engineer

GCW:jp
cc: E.S. Hunter
C.O. Fredrickson
L.H. Young
W.T. Hart
H.S. Cox
J.H. Versteeg

2-21

8074

TOM McCALL
GOVERNOR

RECEIVED
STATE HWY ENGR
JUL 3073
REFER TO
FOR
Info | Revs | Rep | Dir | Sign | Act | File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

July 30, 1973

Mrs. Ray Bullock
Route 2, Box 91
Monmouth, Oregon 97361

Dear Mrs. Bullock:

Thank you for your interesting letter concerning the Ritner Creek covered bridge on Highway 223.

I am advised by the Highway Division that they are investigating the possibility of reconstructing this bridge. Consideration will be given to the following alternatives: (1) Move the existing covered bridge to a position immediately downstream from its present location and build a new, modern bridge at the site of the existing bridge; (2) construct a new covered bridge; (3) construct a new, modern bridge and destroy the covered bridge; or (4) construct a conventional modern bridge and build a cover over it so it resembles a covered bridge.

No decision has yet been made and the Highway Division will not make one until the matter has been thoroughly reviewed with your County officials.

If you have any questions about the need for replacing this narrow bridge of if you wish to discuss its condition, I suggest you contact Charles Fredrickson, Regional Engineer for the Highway Division. His address is 205 East Salem Highway Building (2960 East State Street), and his telephone number is 378-2626.

Sincerely,

Governor

TM:dr

bcc: Highway

COPY

6.25.73 Bullock to Highway

Hwy

Rt. 2 Box 91
Monmouth, Or.
June 22, 1973

JUN 25 1973

Director Tom McCall
State Capitol Bldg
Salem, Or.

Dear Mr. McCall,

As I look out the front window at the Ritner Creek covered bridge on Hwy 223, I am more convinced than ever that we simply cannot let the State Hwy Dept tear such a historical monument down. And, there seems to be no doubt that this is the intention in the near future, unless someone can help us preserve history — what little there is left! It is my understanding that this is the last covered bridge left on your state highway system and I would hope you'd share our concern.

There are lots of reasons they can find to justify, in their minds only, tearing this structure down — but they approach problems with no sentiment at all, and this means in a short time, all of the past will be piled as debris on the state property adjoining our property! Some of the damage the bridge is suffering is due, I am convinced, to the lack of up-keep by the maintenance — about the only activity we see consistently in recent times is consulting tests, surveys, etc in preparation to destroy it.

Several years ago, there was concern over the traffic situation on the bridge, and at that time I felt that Mr. Forest Cooper could see that providing that area of the highway with a faster bridge would be more dangerous than the covered bridge — traffic slows down for the existing bridge, and a great number of travelers use this as a rest stop and get out.

travelers around, enjoy the scenery and then start on their way more relaxed than if they were to zip through via a speedy, modern bridge. (The approach on the north side has a hairpin turn angle and it seems like it would take major changes to render it safe at high speed.) All of this, at that time, led those making decisions to suggest that the bridge should be left, as is, and major re-routing was needed. Why all of a sudden now, it's got to be destroyed & a new one built, is frightening to those of us who want to save the bridge — and that includes all of us in the Reedsport area plus many more interested people around the State.

Are you interested in our concern to save the bridge? We felt like you'd be as interested as we are, but wonder if you're aware of what goes on. Many of these historical markers contribute to making Oregon such a great place to live, and they are extremely important to we natives and I feel like you have done a lot of things to help our state remain great.

Would you advise me as to what your feelings are on this matter, and what you can suggest we (all) can do to save our bridge?

Thank you very much.

Mrs. Kay Bullock
Rt 2 Box 91
Monmouth, Ore 97361
(property owner of land adjacent to Hwy 223
& of the Siuslaw River Bridge —)

RECEIVED
JUN 26 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
STATE HWY ENGR
JUN 26 73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

2574

R.

Cross Referenced To:

July 2, 1973

The Honorable H. B. Hildebrand, Chairman
Polk County Board of Commissioners
County Court House
Dallas, Oregon 97338

Dear Sir:

This will acknowledge receipt of the second petition protesting the removal of the Ritner Creek Bridge.

As you know, we are working closely with the Staff of Polk County in regard to the best method to preserve the covered bridge and, I presume, the petitioners are so advised.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
C. O. Fredrickson

Polk County Board of Commissioners

County Court House
DALLAS, OREGON 97338

Telephone 623-8171
Extension 44

H. B. HILDEBRAND
Chairman
CLIFFORD JONES
Commissioner
CLINTON FORBES
Commissioner

June 26, 1973

Oregon State
Highway Division
Highway Building
Salem, Oregon

Gentlemen:

Enclosed is a copy of the second petition we have received protesting the removal of the Ritner Creek Bridge. The Board of Commissioners, in the order of regular business today, moved to send a copy of this petition to your department.

Yours truly,

BOARD OF COMMISSIONERS

H B Hildebrand

H. B. Hildebrand,
Chairman

mc
encls

RECEIVED
JUN 28 1973
BRIDGE DIVISION

SAVE OUR BRIDGE

We, the undersigned, want to encourage the preservation of the Bitner Creek Covered bridge on Highway 223. This bridge is of a great deal of historical importance to us, and we feel it will be a good investment in Polk Co and Oregon State history to preserve it.

	NAME	ADDRESS
1.	Phyllis Bullock	Rt. 2 Box 91 – MONMOUTH
2.	Arnold C. Bullock	321 W. 6th St ALBANY ORE.
3.	Nancy D. Bullock	321 W. 6th St. Albany
4.	LaVerne Bennett	Rt 2 Box 127 Monmouth
5.	Nora Bennett	Rt 2. monmouth.
6.	Bertha McCabe	1217 Washington Dallas, Ore.
7.	Agnes South	Rt 2 Box 181 Monmouth
8.	Alice E. Murphy	Rt. 2 Monmouth Ore
9.	Carla Burbank	Rt 2 Box 185 Monmouth Oregon
10.	Ruth N Bryant	Rt 2 Box 186, Mon Ore
11.	Mary Hague	Rt 2 Box 180, Dallas Ore
12.	Robert Bryant	Rt 2 Box 186 Monmouth
13.	Damien Romano	Rt 2 Box 128 Monmouth
14.	Elena Schroeder	Rt. 2 Box 128 Monmouth
15.	Betty Burbank Lanco	Rt 2 Box 26 Monmouth
16.	Gloria Burbank	Rt 2, Box 180 Monmouth Ore
17.	Carolyn Weissmuller	Rt 2 Box 187 Monmouth Ore.
18.	Janice Trout	Rt. 2, Box 96 Monmouth Ore
19.	Joyce Salvie	Rt 2. Box 93 Monmouth Ore
20.	Darlene Lagoy	Rt 2 Box 95 Monmouth Ore
21.	Arlene Salter	Rt 2 Box 93B Monmouth Ore
22.	Anthony Trino	RT 2 Box 163 Monmouth ore.
23.	Ida Joyce Trino	Rt 2 Box 163 Monmouth
24.	Roberta Townsend	Rt 2 Box 110 Monmouth
25.	Barbara Lagoy	Rt 2 Box 150 Monmouth
26.	Joan S Kaiser	Rt 2 Box 97 Monmouth

.0274

Polk 1.4

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

B/up

~~1203~~

3-10

Salem, Oregon
June 1, 1973

SUBJECT: Ritner Creek Bridge
Kings Valley Highway #191
Relocation estimate

To:

H. S. Cox
County-City Engineer

B u i l d i n g

As agreed in our meeting with Polk County, I have prepared an estimate of cost for relocating the subject bridge.

This estimate is based upon the premise that the only feasible relocation site would be adjacent to the new bridge as shown on the attached map, and that the old bridge would be used only for pedestrian traffic.

Estimate

1.	Construct concrete piers and approach span footings, 60 cu. yds. @ $125	$ 7,500
2.	Equipment rental, fully operated 2-60 ton truck cranes, 8 hrs. @ $75	1,200
	Move in and out time	400
3.	Construct approach spans, frame bents and bulkheads	4,500
4.	Labor, moving covered span and approach spans	4,000
5.	Lumber and miscellaneous materials	2,400
	Moving Cost Total	$20,000

Property acquisition and site preparation would be in addition to the moving cost.

RECEIVED
COUNTY & CITY SECTION
JUN - 1 1973
☐ ENGR. ☑ CODR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ AE ☐ RPE ☐

G. D. Anderson
State Bridge Superintendent

GDA:mp
Attach.

Board of County Commissioners
Polk County Courthouse
Dallas, Oregon 97338

Gentlemen:

Please let us know if the County is agreeable to this arrangement, in order that we may include the necessary instructions to the contractor in our plans and specifications.

VTY

E S Hunter

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1973

SUBJECT: Ritner Creek Bridge
Kings Valley Highway, No. 191
M.P. 21.03

To:

F. B. Klaboe
State Highway Engineer

B u i l d i n g

I have inspected the subject bridge, and have found that the following list of maintenance work will be required to carry this structure for five more years:

(1) Replace all decking.
(2) Add 20 auxiliary stringers to truss span.
(3) Add 30 auxiliary stringers to approach spans.
(4) Repair portals and window returns on truss.
(5) Replace chord blocks on piers.
(6) Replace three lower chord leaves.
(7) Repair bulkheads.
(8) Repair handrail and feloe guards.

The estimated cost for this work is $25,000.

Attached, for your consideration, is a sketch showing replacement of the old bridge with prestressed channels and slabs at the present site. This would require extending the existing piers and driving two pile bents. All work can be done in stages and would not require a detour structure.

The estimated cost for this proposal is $170,000. This estimate is based on the assumption that the old covered span can be dismantled and will not require moving to some other location.

RECEIVED
STATE HWY ENGR
MAY 15 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

G. D. Anderson
State Bridge Superintendent

GDA:mp

Attachment

cc: E. S. Hunter
H. S. Coulter

Form E-167—5M—9-43

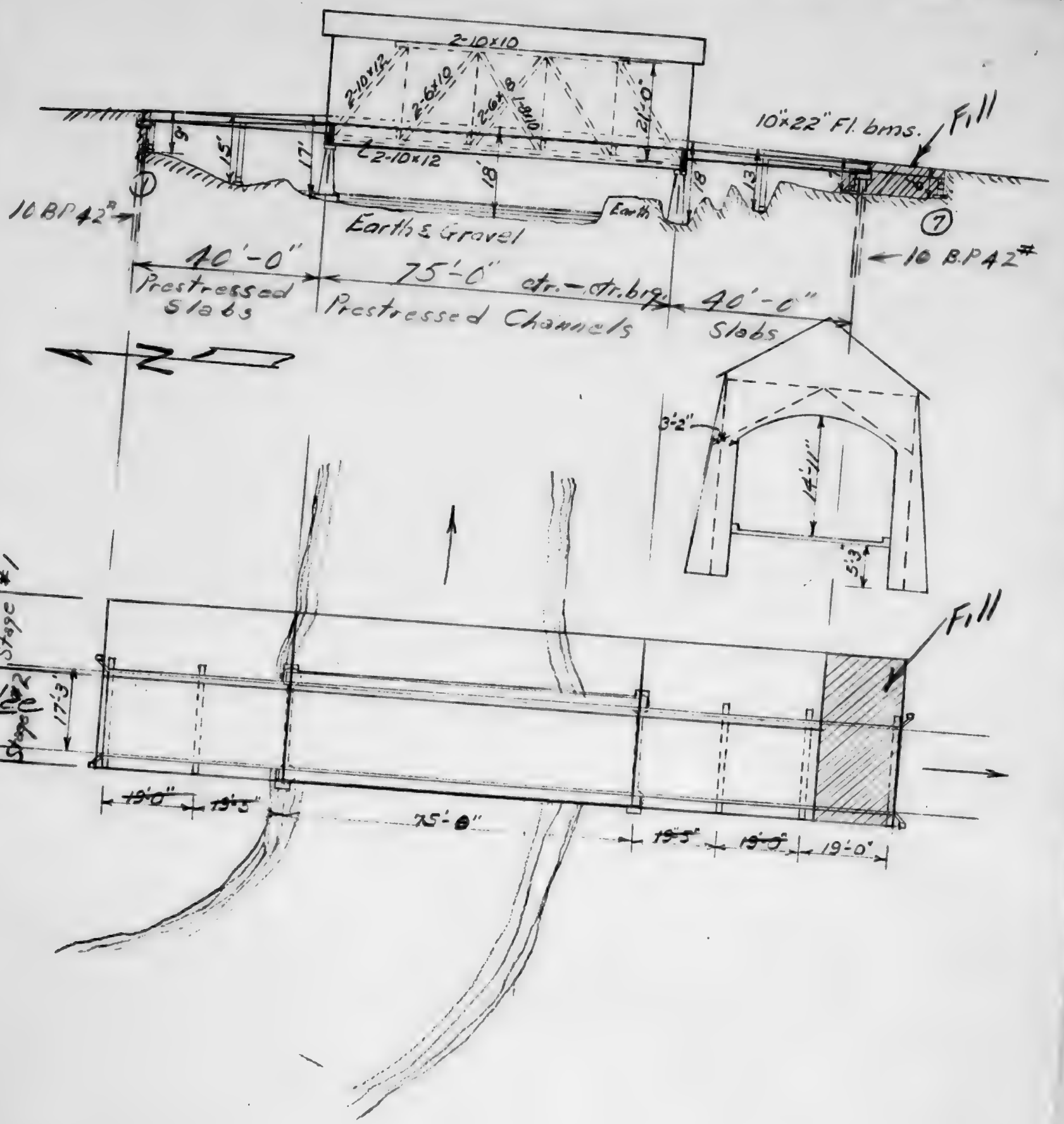
Oregon State Highway Commissi

BRIDGE INVENTORY INSPECTION RECORD

Bridge over Ritner Creek Road and mile No. 191-21 03 Sheet ..... of .....

Inspected by — County Polk

Date Dec 1936 Bridge No. 1251



FORM E 96

OREGON STATE HIGHWAY DIVISION
BRIDGE INSPECTION REPORT

Flaherty

BRIDGE TYPE Covered Bridge. Tied Howe truss NAME Dixon Creek HWY. NO. 191 MILE POST 5.22
CROSSING (OVER, UNDER) — COUNTY Douglas FAP NO. NA BRIDGE NO. 1
DISTRICT 7 YEAR BUILT 1932 PHOTOS 2 DATE 2-22-72 INSPECTOR Glascock-Allen

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wings	7
Backwall	8
Footing	8
~~Piles~~ Sills	6
~~Erosion~~ Posts	3
Settlement	8
2. Piers or Bents - Caps	8
Column	8
Footing	8
~~Piles~~ Posts	8
Scour	8
Settlement	8
3. ~~Pile Bents~~ Sills	3
4. Concrete Cracking or Spalling	8
5. Steel Corrosion	
6. Timber Decay, etc.	7
7. Debris on ~~Seats~~ Members	7
8. Paint	/
9. Collision Damage	8
INSPECTOR'S CONDITION RATING (60)	7
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	8
2. Embankment Erosion	8
3. Drift	8
4. Vegetation	7 P
5. Channel Change	8
6. Fender System	/
7. Spur Dikes & Jetties	/
8. Riprap	/
9. Adequacy of Opening	8
INSPECTOR'S CONDITION RATING (61)	7

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	7
2. Stringers	6
3. Girder or Beams	/
4. Floor Beams Under	8 6
5. Trusses - General	7
Portals	7
Bracing	7
6. Paint	7
7. Machinery (Movable Spans)	/
8. ~~Rivets~~ Bolts Tension Rods	7
9. ~~Welds~~ ~~Cracks~~ Covering	7
10. Rust	7
11. Timber Decay	6
12. ~~Concrete Cracking~~ Roofing	3
13. Collision Damage	8
14. Deflection under Load	8
15. Alignment of Members	8
16. Vibrations under Load	7
INSPECTOR'S CONDITION RATING (59)	7 P
CULVERTS & RETAIN. WALLS (62)	
1. Barrel	/
Concrete	/
Steel	/
Timber	/
2. Headwall	/
3. Cutoff Wall	/
4. Adequacy	/
5. Debris	/
INSPECTOR'S CONDITION RATING (62)	/

DECK (58)	Condition Rating
1. Wearing Surface	7 P
2. Deck - Structural Condition	7 P
3. ~~Curbs~~ Fallen Guard	
4. Median	/
5. Sidewalks	/
6. Parapet	/
7. Railing	6
8. Paint	6
9. Drains	8
10. Lighting Standards	/
11. Utilities	/
12. Joint Leakage	/
13. Expansion Joints or Devices	/
14. Record Elevations:	/
Gutterline @ ℄ Bearings	/
2 @ ℄ Spans	/
INSPECTOR'S CONDITION RATING (58)	6
APPROACH ALIGNMENT (65)	
1. Alignment	7
2. Approach Slab	/
3. Relief Joints	/
4. Approach - Guardrail	/
Pavement	8
Embankment	
INSPECTOR'S CONDITION RATING (65)	
RATED LOADING (66)	
1. Posted Loading	8
2. Legibility	8
3. Visibility	8
INSPECTOR'S CONDITION RATING (66)	

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

Cracked A.C. Pitch on deck. 58-1&2 27.1" long & 4 1/2" deep 100% Rotten up to 6" in from ends. Some Rot evidence in ~~...~~
58-3,7,8 Railing Posts 90% rotten along Fallen Guard, Many sections Fallen Guard Rotten
59-1,2,8,11 Bearing Rots at Bottom Chord connections over Pier 2, are about 12% rotten
Stringers are rotten ends & have to Rot as Wale. 59-8 tension Rods do not have the required amount of tension. Bolts are rusted. 60-7 Rot and decay evident

MAINTENANCE AND BETTERMENT RECOMMENDATIONS 2 Lane W. 2 spans,

PREFIX	ITEM	ESTIMATED COST Maintenance	ESTIMATED COST Betterment	REPAIRS COMPLETE
127-421--152-1.5	Deck, decking, fallen guard & railing, bearing cons.	[illegible]		
	RECOMMEND FULLY REPLACEMENT OF THIS		TRUSS	
	TO PUT WILL NOT LAST THE TRUSS		USE	

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

We, the teachers and students, of LaCreole Jr. Hi, protest the removal of the Pitner Creek covered bridge.

MAY 2 5 1973

1-	Lauren Warner	1202 W. Clay	Dallas
2-	Kay Brown	RT2 Box 48B	Monmouth
3-	Sal Passantino	Rt. 2 Box 202-P	Dallas
4-	Carl Pritchard	Rt. 1 Box 829 A	Dallas
5.	Jim Wilson	517 Douglas ST.	Dallas
6.	Jim Bowman	Rt 1 Box 71	Dallas
7-	Michael Wilson	906 Levens	Dallas
8-	Vernon L Rowland	505 Hunter St.	Dallas
9-	Ruben Shellenberg	Rt 2 Box 1108	Dallas, Oreg.
10-	Krista Sig	703 Walnut	Dallas
11-	[illegible]	319 Ash	[illegible]
12-	Dave Dayler	301 WHITSEL # 3	MONMOUTH
13-	Damon D Michaels	1070 Byers Lane	Dallas
14-	Madeline Hunter	500 Hunter	Dallas
15:	[illegible]	Rt. 3 Box 316A	[illegible]
16-	Don Launey	110 Church	Dallas
17-	[illegible]	1244 Washington	[illegible]
18-	Mrs Helen Snodgrass	123 Pine	Dallas
19-	Leland J Anderson	101 Hunter	Dallas
20-			
21-	Merrilee Edwards	Rt 2 box 90	Monmouth (SEDEE)
22-	Vicki Burendrecht	810 Holman apt 6.	Dallas
23-	Tammy Wagner	215 Hankel	Dallas
24-	Shelley McQueen	Rt. 3 Box 3235	Dallas
25-	Brit Marks	Rt1 Box 96	DALLAS
26-	[illegible]	1146 River Dr	[illegible]

1234

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-5

8 May 1973

5-11-73

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

cc G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Don Byard
H. S. Cox
W. J. Hart
B. L. Gifford
R. N. Chase
W. D. Albright
F. T. Lacey
C. O. Fredrickson

Dear Mr. Young:

Thank you for your letter of 26 April 1973 which inclosed the State's application for Federal aid for the Ritner Creek Bridge replacement on Kings Valley Highway.

The Ritner Creek Bridge is within an area that has been considered as a possible reservoir location. The plan developed in the Willamette Basin Comprehensive Study shows this location, identified as the Pedee site, as an early-action element. However, that study was not in sufficient detail to serve as a basis for recommending to the U. S. Congress that the Pedee project be authorized for construction. Detailed studies of Luckiamute River Basin are scheduled to start in 1974. Several years would be required to complete those studies.

We have no way of knowing at this time whether the Pedee site, or any site on Luckiamute River, will prove feasible for construction of a dam. If we should recommend a project upon completion of our detailed study, and authorization and funding be provided by the Congress, construction would probably not start until at least ten years from now.

We appreciate the opportunity to comment on your proposal and hope these comments will be of use to you.

Sincerely yours,

D. H. BASGEN
Chief, Engineering Division

NOTED
R. L. SCHROEDER

RECEIVED
MAY 1 1 1973
OFFICE ENGINEERING SECTION

RECEIVED
MAY 11 1973
Office of
Assistant State Highway Engineer

8274

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 26, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Council of Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

FROM L. H. Young
Office Engineer

SUBJECT Notice of Intent for Federal Aid Secondary
(Special Bridge Replacement Funds)
State Admin. Dist. No. 3
Ritner Creek Bridge
Kings Valley Highway
Polk County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is June 1, 1973.

Attachment

BLG:pr

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
J. B. Boyd
R. E. Royer
F. L. Hall
Don Byard
H. S. Cox
B. L. Gifford
R. N. Chase
W. D. Albright
W. J. Hart
F. T. Lacey
C. O. Fredrickson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 [12] APPLICANT: STATE HIGHWAY DIVISION [45] | [46] DIVISION: Dept. of Transportation [79]

03 [12] APPLICANT ADDRESS STREET: State Highway Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: L. H. Young [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6563 [59]

01 [12] PROJECT TITLE: Ritner Creek Bridge District 3 [71]

11 [12] PROJECT LOCATION CITY: Kings Valley Highway M.P. 21.03 [45] | [46] PROJECT LOCATION COUNTY: Polk [79]

05 [12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71]

Project involves preliminary engineering, acquisition of right-of-way, grading,

06 [12] [71]

paving, structure and incidental work required to replace the existing bridge

07 [12] [71]

on new alignment. The new brige will be Prestressed slabs, 175 feet in length

08 [12] [71]

and have a roadway width of 44 feet.

09 [12] [71]

10 [12] [71]

12

[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
154,000		51,000			205,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]

15 [12] FEDERAL AGENCY NAME: Dept. of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95

Yes	No
[X] 35	[ ] 36

(E) ENVIRONMENTAL IMPACT

Yes	No
[X] 37	[ ] 38

(F) HOUSING RELOCATION REQUIRED

Yes	No
[ ] 39	[X] 40

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH: June [42] | [43] DAY: 1 [44] | [45] YEAR: 1973 [46]

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: April 26, 1973

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal Aid Secondary Program (Special Bridge Replacement)

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 1
(b) State Representative District(s) Number(s) 34
(c) State Senatorial District(s) Number(s) 17

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

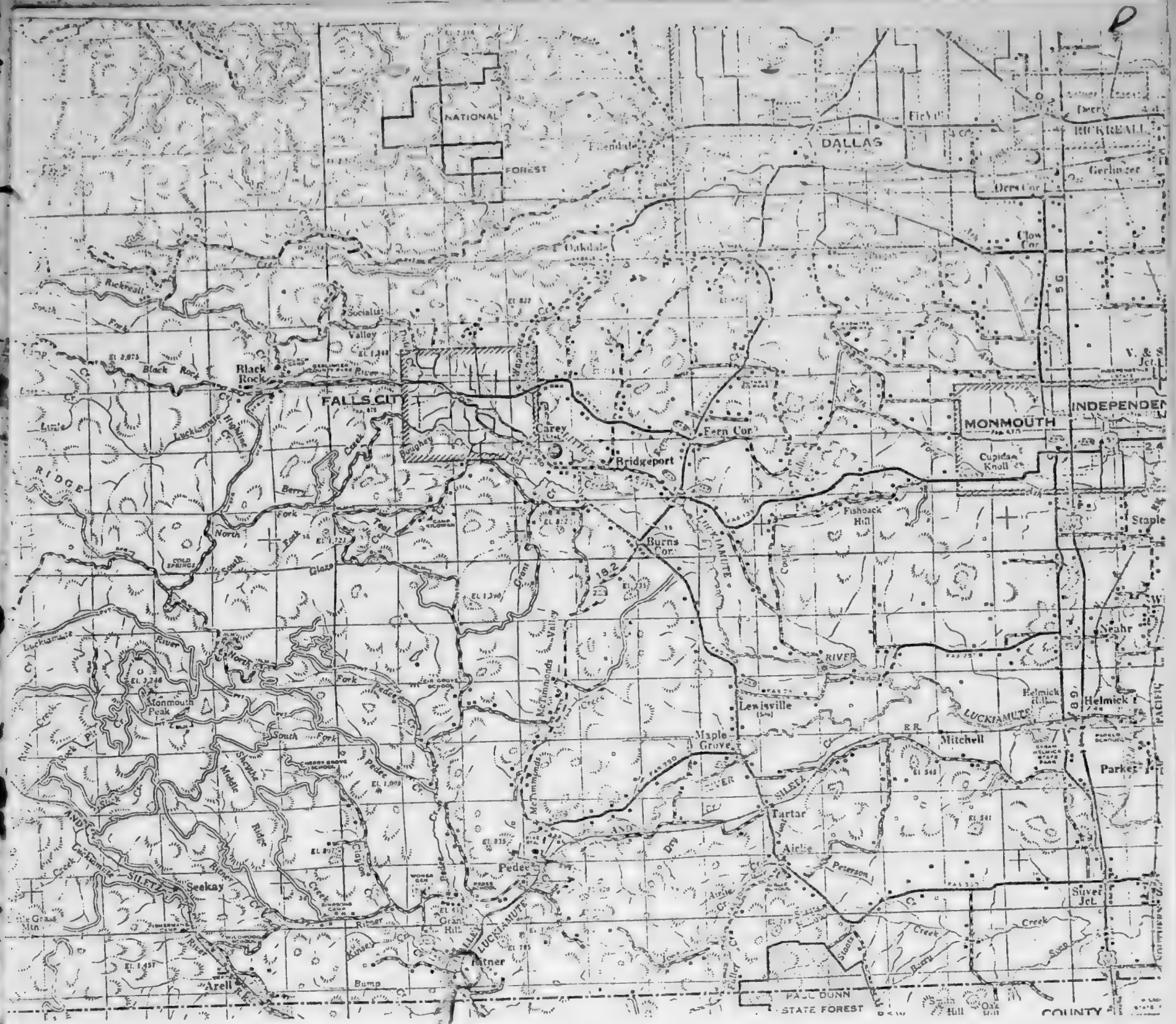
(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS



Ritner Cr. Bridge

2274

FORM E-30

R

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 23, 1973

TO L. H. Young
Office Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Ritner Creek Bridge
Kings Valley Hwy.
Bridge 1251A

The following information is for your use in programing the subject structure as part of the Federal Special Bridge Replacement Program.

1. Bridge length - 175 feet center to center of end bents.
2. Roadway width - 44 feet.
3. Estimated cost - $205,000.
4. Type of structure - Prestressed slabs.

RWE/ag

cc ~~E. S. Hunter~~
C. O. Fredrickson

NOTED
E. S. HUNTER

RECEIVED
APR 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8279 Modoc Point (Units C & D) 1975
Sec. of The Dalles-Calif. Hwy.
(Grad.,pav.,& rock fallout prot.)#1

8279

13

April 16, 1976

Roy L. Houck Construction Co.
2705 Lancaster Drive NE
Salem, OR 97303

Attention: Jim Lambie

Gentlemen:

Thank you for your letter of April 12, 1976, informing us that your claim against Klamath Paving Co. has been satisfied in full.

Our records indicate that this is in reference to your claim for equipment rental in the amount of $15,340 which was filed in February, 1976, on Klamath Paving Co., Contract No. 8279, Modoc Point (Units C & D) Section of The Dalles-California Highway in Klamath County.

This information is being noted in our records and we will advise the surety and the principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Klamath Paving Co.
PO Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Company
PO Box 1788
Eugene, OR 97401

United Pacific Insurance Company
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

4/19
Noted on
card
+ rw

SPEED LETTER.

TO Mr. C. W. Head, Commission Services
Dept. of Transportation
Highway Building
Salem, Oregon 97310

FROM Jim Lambie
Roy L. Houck Construction Co.
2705 Lancaster Drive, N.E.
Salem, Oregon 97303

SUBJECT

FOLD

MESSAGE

DATE 4/12/76 19

Dear Sir:

Regarding our claim against Klamath Paving Co., on Contract #8279, Modoc Point (Units C & D) Section of the Dalles-California Highway in Klamath County, please be advised that our claim has been satisfied in full.

SIGNED Jim Lambie

REPLY

DATE 19

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SIGNED

GrayLine "SNAP-A-WAY" FORM 44-808 3-PARTS
WILSON JONES COMPANY © 1963 PRINTED IN U.S.A.

RETAIN WHITE COPY, RETURN PINK COPY

#8279

BND · LRW CON 8 4-14-76 11.20 AM

CARL WILLIAMS
CC H S COULTER

WE HAVE TENTATIVE CONCURRENCE OF FHWA TO ADD 70 FT. OF THE SPECIAL ROCK FALLOUT BARRIER AT MP 259.58 UNDER THE MODOC POINT CONTRACT 8279 BY STATE FORCE ORDER ESTIMATED AT $3,500. CITE ALL THE REASONS YOU CAN TO JUSTIFY THE STATE FORCE METHOD, SUCH AS CONTRACTOR,S STATUS, MATERIALS WERE FURNISHED BY STATE FOR THE CONTRACT WORK ANYWAY, READY AVAILABILITY OF STATE FORCES, ETC. AND SUBMIT THE SFO TO COVER.

BOND

FR 57 88 . 3 44 .

4-15-76

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Klamath Falls

April 6, 1976

FILE:

NOTED
H. S. COULTER

FROM: John L. Gunter
District Engineer

TO: MEMO TO THE FILE

SUBJECT: Protective Fence
Rock Damage
M.P. 259.58
Dalles-Calif. Highway

On March 28, 1976 at approximately 1:00 a.m., writer received a phone call from the Oregon State Police that a large rock had come down from the easterly side of the highway and went through the fence.

Upon arrival at the scene the northbound travel lane had been blocked by a rock that was approximately five (5) feet high and nine (9) feet across.

We had to use some explosives and break it up to be able to handle it and remove from the roadway.

It had dislodged three (3) of the concrete GM shoulder barriers. They had been moved about three feet to the fog line. One of the barriers has a chunk broken out of the top and is cracked vertically in two places. It will have to be replaced. The double thickness cyclone fence was pushed down and a hole about two feet square busted in it. The three (3) cables with the spring tension device were either broken and had pulled through the cable fastener.

The rock had broken loose right at the cut section catch point and traveled approximately 230 feet downward in a slot in the cut slope and into the roadway.

Recommend extending the double guardrail barrier approximately 70 ft northerly to reduce future rock fall, as the slot in cut slope tends to divert rock into cyclone fence instead of guard rail barrier.

Attached are some photographs and a sheet of the construction plan depicting location of the incident.

JLG:tlc

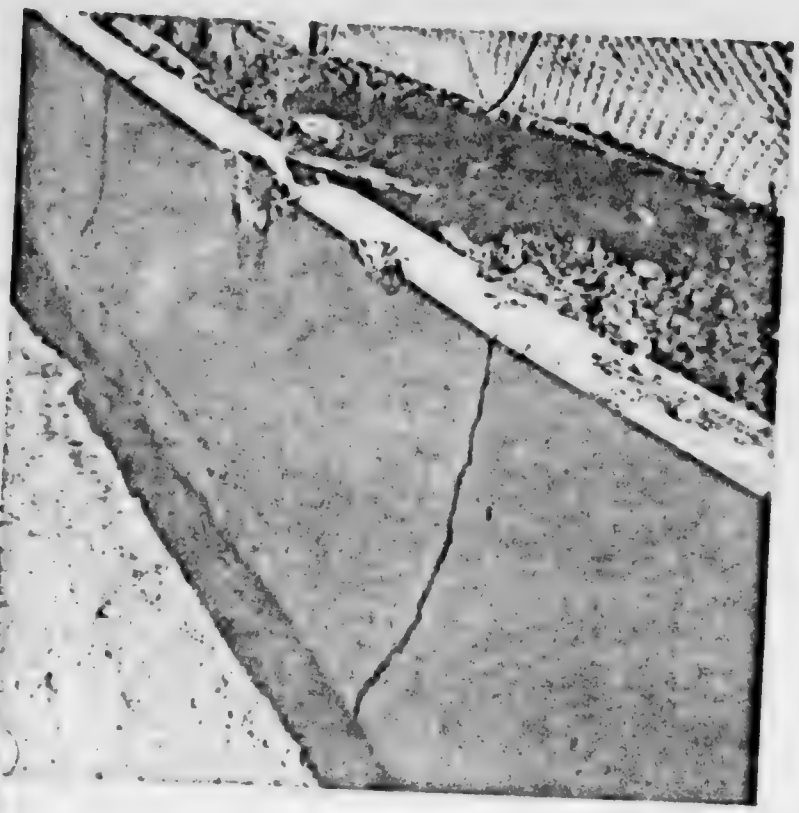
cc: C. M. Williams
H. S. Coulter
D. H. Moehring

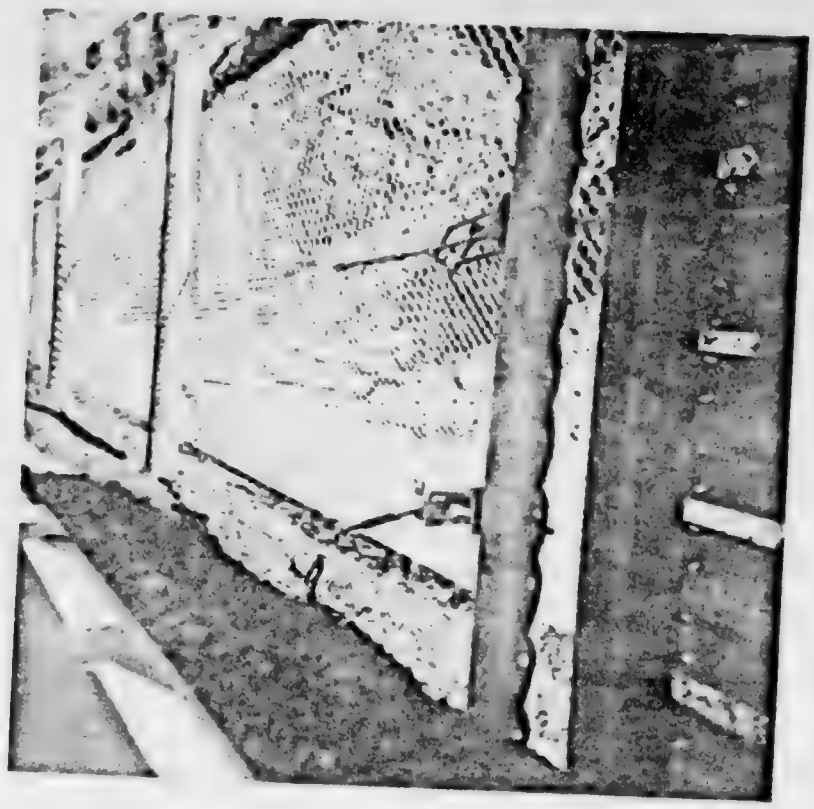
RECEIVED
APR 7 1976
Office of
Assistant State Highway Engineer

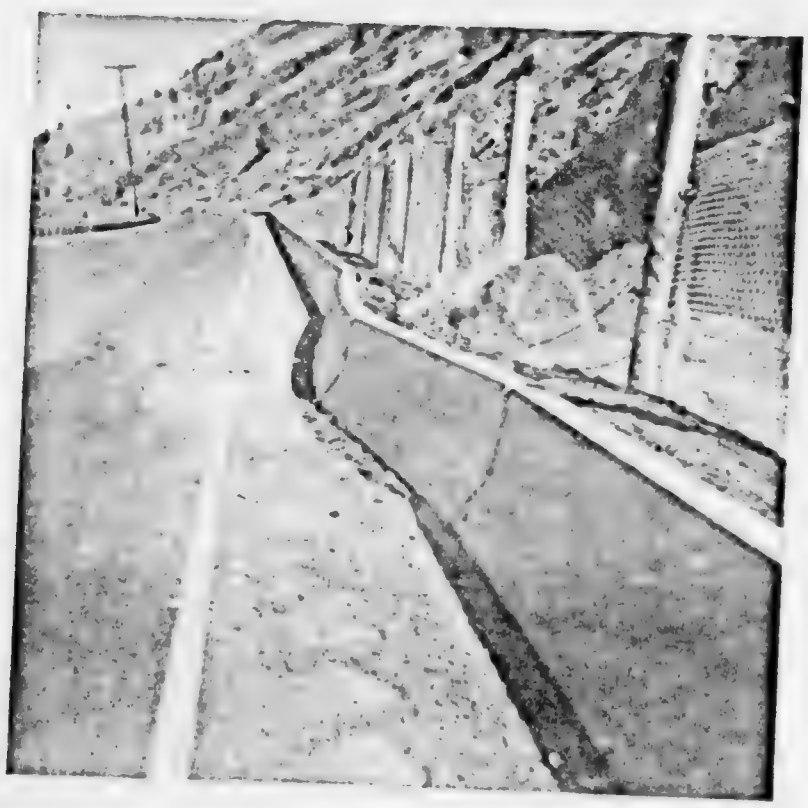
Construction: - 4/19/76 HSC
Contract is still open for some final paving yet to be done. —
Try and get FHWA approval to add $3500 S.F.O. to extend double rail 70'± HSC

Cost? of repair: $1,800 labor
of extending guardrail? — $3500

Protective Fence
Rock damage M.P. 259.58
Dalles-Calif. Highway
3-28-76 Approx. 1:00 a.m.

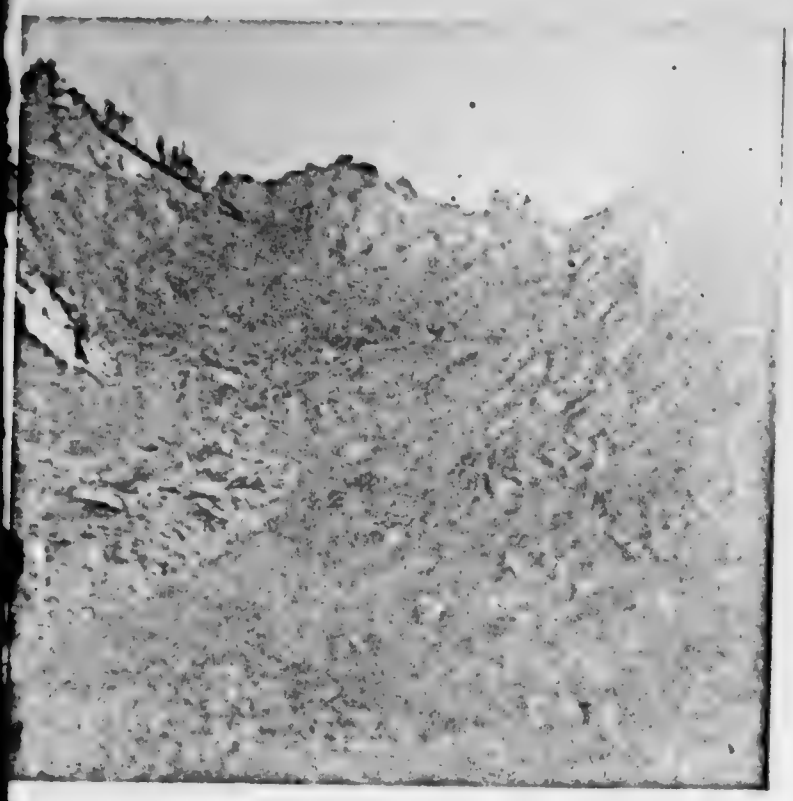


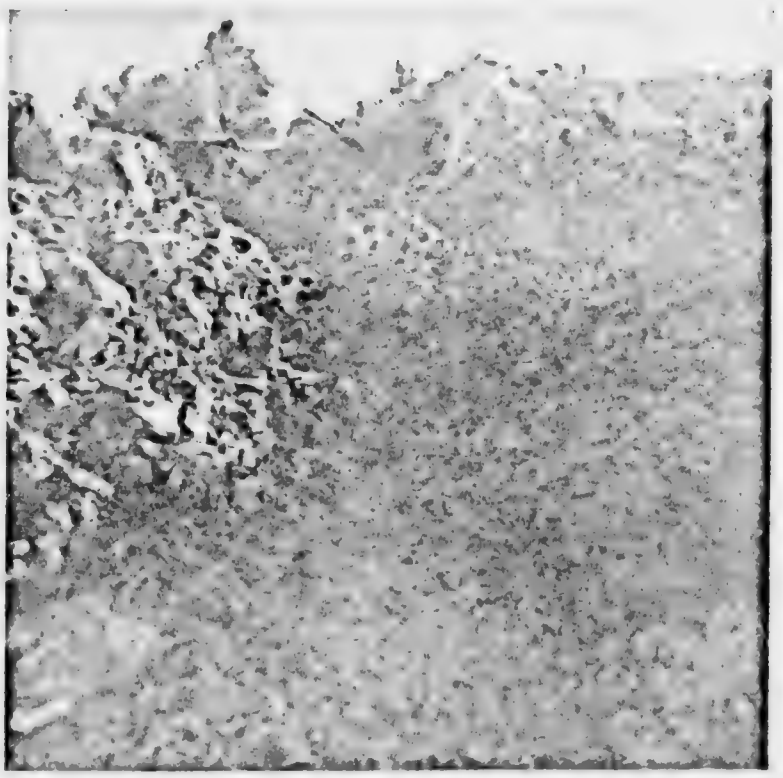




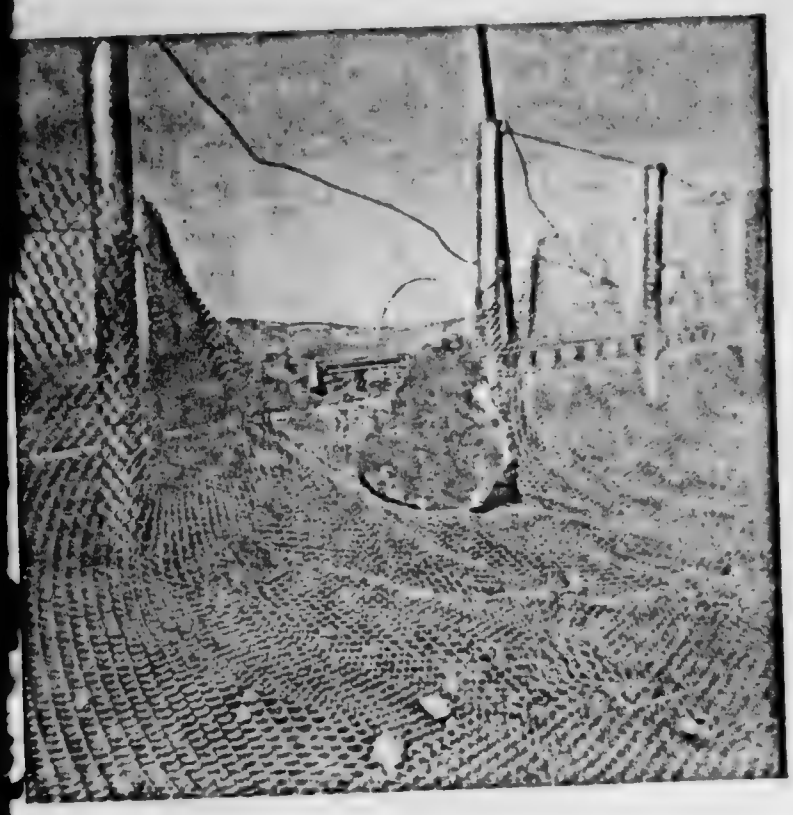
Protective Fence
Rock damage M.P. 259.58
Dalles-Calif. Highway
3-28-76 Approx. 1:00 a.m.

Protective Fence
Rock damage M.P. 259.58
Dalles-Calif. Highway
3-28-76 Approx. 1:00 a.m.

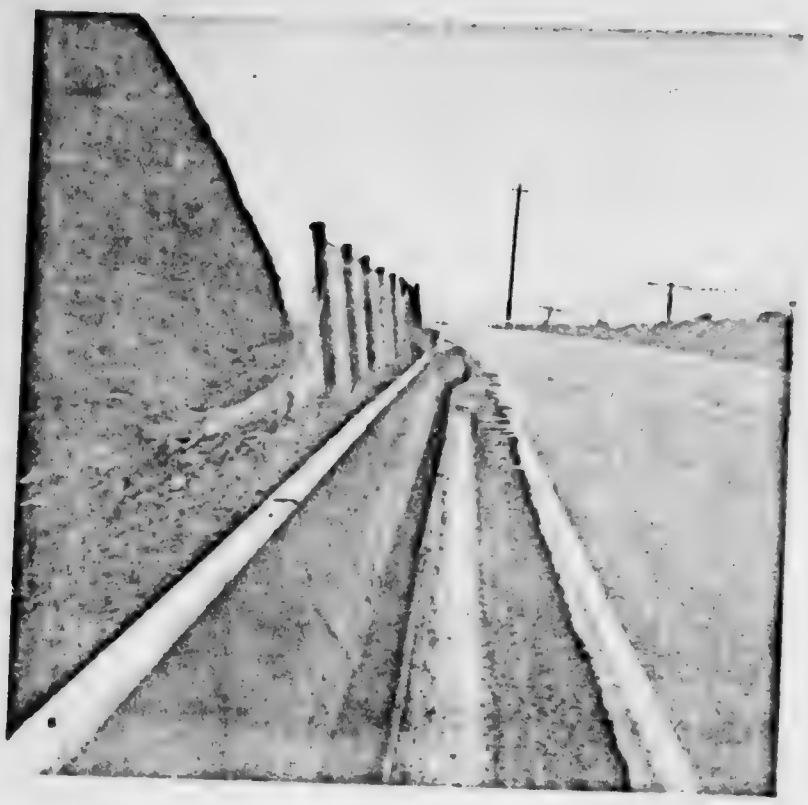




Protective Fence
Rock damage M.P. 259.58
Dalles-Calif. Highway
3-28-76 Approx. 1:00 a.m.



Protective Fence
Rock damage M.P. 259.58
Dalles-Calif. Highway
3-28-76 Approx. 1:00 a.m.



259.58
Damage
B-T6
R.M. ±

MODOC POINT (UNITS C & D) SECTION THE DALLES-CALIFORNIA HIGHWAY KLAMATH COUNTY				SHEET NO. 3
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	HHS-26 (10)		

SEC. 26 T. 36 S., R. 7 E., W.M.

UNIT "C"

LOCATION OF DAMAGE

UPPER KLAMATH LAKE

R.R. R/W

R.R. Alarm System

S.P.R.R.

Hwy. & R.R. R/W

"R/W" 764 +09.5 P.S.

R.R. R/W

720 755 760 765 730

R/W

HHS-26 (10)

BEGINNING OF PROJECT
STA. 724+00

2° C.R.
T∆ 10°00'00"
Ts 250.64'
e 0.060'/ft.

"R/W" 754+54.7 P.S.

724+55.92 P.C.C.

"R/W" 758+54.7 P.S.C.

"R/W" 759+18.0 P.C.S.

729+20.13 P.T.

STA. 730+00

"R/W" 763+18.0 P.T.

731+48.55 P.S.

No Work

"R/W" 400' Sp. S 8°00' a 1.0

"R/W" 4° C.R. T∆ 18°32' Ts 434.3'

"R/W" 400' Sp. S 8°00' a 1.0

3° C.R.
T∆ 13°55'35"
Ts 233.26'
e 0.080'/ft.

SEC. 22 T. 36 S., R. 7 E., W.M.

UNIT "D"

UPPER KLAMATH LAKE

R/W 803+78 P.T. Br. — E.G.U.A.
R/W 919+37.3 P.O.T. Ah.

R.R. Alarm System

Bury Ends In Cut

CONST ℄

R/W ℄

R.R. R/W

Hwy. & R.R. R/W

C.B.T. Ah.

770 775 780 785 790 915 920 925 930 935

M.P. 259.58
Rock Damage
3-28-T6
1:00 A.M. ±

SEC. 26 T. 36 S., R. 7 E., W.M.

UNIT "C"

LOCATION OF DAMAGE

MODOC THE D

FED. ROAD Div. No.
10

Barrier - 400'

ce - 150'

UPPER KLAMATH LAKE

R.R. R/W

S.P.R.R.

R.R. Alarm System

Hwy. & R.R. R/W

720 755 760 730 765

"R/W" 764 + 09.5 P.S.

Hwy. & R.R.

R/W

HHS-26 (10)

BEGINNING OF PROJECT
STA. 724+00

2° C.R.
Ta 10°00'00"
Ts 250.64'
e 0.060'/ft.

"R/W" 754 + 54.7 P.S.

724 + 55.92 P.C.C.

"R/W" 758 + 54.7 P.S.C.

"R/W" 759 + 18.0 P.C.S.

3° C.R.
Ta 13°55'35"
Ts 233.26'
e 0.080'/ft.

729 + 20.13 P.T.

STA. 730+00

"R/W" 763 + 18.0 P.T.

731 + 48.55 P.S.

No Work

"R/W" 400' Sp. S 8°00' a 1.0

"R/W" 4° C.R. Ta 18°32' Ts 434.3'

"R/W" 400' Sp. S 8°00' a 1.0

SEC. 22 T. 36 S., R. 7 E., W.M.

UNIT "D"

1487.5'
Conc. Shldr. Barrier)
cels 2A & 2B)

e - 225'

rrier - 425'

- 100'

Total)

UPPER KLAMATH LAKE

R.R. R/W

Hwy. & R.R. R/W

R.R. Alarm System

R/W 803 + 78 P.T. Br.

R/W 919 + 37.3 P.O.T. Ah.

EQ. Jt.

CONST ℄

R/W ℄

Bury Ends In Cut

770 920 775 925 780 930 785 935

S.C. C.S. S.C.

Herald and N

Wednesday, March 31, 1976, KLAMATH FALLS, Ore. 884-8111—No. 11,693—15 cents dail

Highway 97

This large boulder crashed through the rock barricade along Highway 97 north of Klamath Falls early Sunday morning repaired. The fence along the stretch of highway was installed last year following an accident in which a youth died

Highway 97 On The Rocks

This large boulder crashed through the rock barricade along Highway 97 north of Klamath Falls early Sunday morning. State Highway Division officials said the rock was pushed up off the highway and that the fence will be repaired. The fence along the stretch of highway was installed last year following an accident in which a youth died when a rock fell through the top of the camper he was riding in.

8279

Files

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

April 12, 1976

Mr. Robert O. Butts
937 S.W. 14th Ave.
Portland, OR 97205

Dear Mr. Butts:

We have received your recent letter informing us that you are Receiver in Bankruptcy in connection with the Pacific Crushing Co., Inc., Contracts 8210, 8238 and 8279. We have contacted the contractor's surety, United Pacific Insurance Company in Tacoma, Washington, informing them of the receipt of your letter.

We should be getting a reply from the surety concerning this matter in the near future.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

bc Jack Sollis

ROBERT O. BUTTS
937 S. W. 14th Avenue
Portland, Oregon 97205

March 31, 1976

226-3531
(26-4161)

Oregon State Highway Dept.
State Highway Building
Salem, OR 97310

Re: Pacific Crushing Co., Inc.
P. O. Box 1180
Klamath Falls, Oregon

Contract #8210 - $25,553.46
Contract #8238 - $ 5,000.00
Contract #8279 - $27,097.07

Please be advised that Pacific Crushing Co., Inc. was adjudicated bankrupt. I was appointed Receiver of the estate by the Hon. C. E. Luckey, Bankruptcy Judge.

Included in the assets turned over to me to reduce to cash are the accounts receivable. Among these is an account listed under your name showing a balance of (see above.)

As Receiver I request a remittance be mailed to my office immediately to clear the amount due the bankrupt.

Your prompt attention will be appreciated.

Yours truly,

Robert Butts

Robert Butts,
Receiver in Bankruptcy

RB:ss

RECEIVED
APR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8220

5279

Files

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

April 12, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Attn: D. G. Lyon

Gentlemen:

On April 5, 1976, I talked to you concerning the letter that we received from Robert Butts, Receiver in Bankruptcy, concerning Pacific Crushing Company, Inc., Contracts 8210, 8238 and 8279. Attached is a copy of Mr. Butt's letter as requested.

As you indicated over the phone, we will not make any further payments on these three contracts until we hear from you or Mr. Bob Miller.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Att.

bc Jack Sollis

8279

April 7, 1976

Mr. Frank Porcelli, Attorney
220 Park Plaza West
10700 S.W. Beaverton Hwy.
Beaverton, OR 97005

Dear Mr. Porcelli:

As requested by your recent telephone call, we are attaching a xerox copy of the Contract and Performance Bond for Contract No. 8279 with Klamath Paving Company for work on the Modoc Point (Units C & D) Section of The Dalles-California Highway in Klamath County.

If you need a copy of the special provisions and bid items, please advise.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

8279

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTERCE ICE MEMO

TO: Dick Hacek
Finance Branch

DATE: April 6, 1976

FROM: C. W. Head
Commission Services

SUBJECT:

Reference is made to Klamath Paving Company Contract Nos. 8210, 8238 and 8279. As you know, at the present time we are mailing payments on these contracts to the surety, United Pacific Insurance Company in Tacoma, Washington.

We have received a letter from Robert Butts, Receiver in Bankruptcy, requesting remmittance immediately on any funds due on these contracts.

Jack Sollis recommended that we should hold future payments on these contracts until we hear from the United Pacific Insurance Company regarding the bankruptcy. I'll keep you posted.

CWH:sr

cc Jack Sollis

1-125-1307

DEPARTMENT OF JUSTICE

Memorandum

TO: C. W. Head
Manager, Commission Services

DATE: April 5, 1976

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Pacific Crushing Company, Inc.
Contract Nos. 8210, 8238 and 8279
Adjudication in Bankruptcy

In reply to your note relating to the bankruptcy of the Pacific Crushing Company, Inc., I would suggest that you advise the surety that the receiver and bankruptcy has requested remittance immediately of any funds owed under these three contracts and advise the surety that the state intends to honor the request of the receiver and bankruptcy and get their comments. I suggest that it would probably be best to call the surety before the letter is written and explain to them what the situation is and also get a reading on exactly what the correct balances are on these contracts. I would not pay any money out until you have contacted the surety company and received something in writing from them. However, this should be handled as quickly as possible.

JLS:ch;hg

NOTED
C. W. HEAD

ROBERT O. BUTTS
937 S. W. 14th Avenue
Portland, Oregon 97205

March 31, 1976

226-3531
(-26-4161)

Oregon State Highway Dept.
State Highway Building
Salem, OR 97310

Re: Pacific Crushing Co., Inc.
P. O. Box 1180
Klamath Falls, Oregon

Contract #8210 - $25,553.46
Contract #8238 - $ 5,000.00
Contract #8279 - $27,097.07

Please be advised that Pacific Crushing Co., Inc. was adjudicated bankrupt. I was appointed Receiver of the estate by the Hon. C. E. Luckey, Bankruptcy Judge.

Included in the assets turned over to me to reduce to cash are the accounts receivable. Among these is an account listed under your name showing a balance of (see above.)

As Receiver I request a remittance be mailed to my office immediately to clear the amount due the bankrupt.

Your prompt attention will be appreciated.

Yours truly,

Robert Butts

Robert Butts,
Receiver in Bankruptcy

RB:ss

RECEIVED
APR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 29, 1976

United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, WA 98402

Attention: Mr. Robert L. Miller
Bond Claim Department

NOTED ON CARD
3-29-76

Gentlemen:

KLAMATH PAVING COMPANY CONTRACTS

Contract No. 8279
Modoc Point (Units C & D) Project

Contract No. 8210
Barkley Springs-Algoma Project

Contract No. 8238
Link River-Bisbee St. Project

This is to acknowledge receipt of your letter of March 24, 1976, and attached Assignments of Klamath Paving Company. We will continue to send future payments on the above three projects to United Pacific Insurance Company, 728 St. Helens Avenue, Tacoma, WA 98402.

As requested, we are returning a signed copy of the Assignment.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:er
Att.

cc Klamath Paving Company
P. O. Box 1180
Klamath Falls, OR 97601

bc Dick Hacek
Jack Sollis

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206 — 383-1481

March 24, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head
Commission Services

Dear Mr. Head:

United Pacific Bond U-905398
Contractor: Klamath Paving Co.
Contract: No. 8279, Modoc Point
(Unit C & D) Project

United Pacific Bond U-895910
Contractor: Klamath Paving Co.
Contract: No. 8210-Barkley Springs-
Algona Project

United Pacific Bond U-896032
Contractor: Klamath Paving Co.
Contract: No. 8238, Paving Link River-
Bisby Street, Klamath Falls, Oregon

Reference our prior correspondence and telephone discussions regarding projects bonded by United Pacific for Klamath Paving Co., we now enclose a copy of the "Assignment" relating to contract funds due or to become due Klamath Paving Co. on the above three bonded projects. We shall appreciate your cooperation with respect to remitting such contract funds due or to become due on these projects to United Pacific as surety on the bond.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

db
Enc.

RECEIVED
MAR 26 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned, Pacific Crushing, Inc.,an Oregon Corporation dba Klamath Co. Paving,P.O.Box 1180,Klamath Falls, Or. 97601, hereinafter called Assignor, hereby assigns, transfers and sets over to the UNITED PACIFIC INSURANCE COMPANY, a Washington corporation, hereinafter called Surety, all monies now due or which may hereafter become due under the following described contract:

State of Oregon, Department of Transportation, Contract #8279, Modoc Point, Units C & D, Grading, Paving & Rock Fallout Protection

Assignor hereby constitutes and appoints the United Pacific Insurance Company its true, lawful and irrevocable attorney-in-fact to demand, receive and enforce payments, to execute estimates, payment warrants, vouchers, drafts, and/or checks, and to give receipts, releases, satisfactions for, and to sue for all monies payable to the Assignor and this may be done either in the name of the Assignor or in the name of the Surety with the same force and effect as the Assignor could do if this assignment had not been made. Any and all monies or payments which may be received by the Assignor to which the Surety is entitled under and by reason of this Assignment will be received by Assignor as trustee for the Surety and will be immediately delivered in kind to Surety without commingling. Assignor hereby represents and warrants to the Surety that the monies above have not heretofore been alienated or assigned.

This Assignment is irrevocable and shall remain in full force and effect until its release in writing by Surety. Notice of this Assignment may be given at the option of the Surety. That the general nature of the business out of which such accounts arise or are to arise is contractor and such business is or will be carried on out of Klamath Falls, Oregon 97601.

IN WITNESS WHEREOF, the Assignor has caused its name to be subscribed hereto this 18th day of March, 1976.

Pacific Crushing, Inc. dba
Klamath Paving Co.

By _____

_____

SWORN AND SUBSCRIBED TO before me this _____ day of March 1976.

_____
Notary Public in and for the
State of Oregon,
County of Klamath

My commission expires _____

PLEASE TAKE NOTICE that monies due or to become due under the above referred to contract have been assigned to the undersigned and payments thereunder should be made to the Surety at the branch and address indicated below. Please return to the undersigned the enclosed copy of this notice showing the date of receipt and duly signed by the person acknowledging receipt on behalf of the above addressee.

Yours truly,

UNITED PACIFIC INSURANCE COMPANY
728 St. Helens Avenue
Tacoma, Washington 98402

By Robert L Mills

ation, hereinafter called Surety, all monies now due or which may hereafter become due under the following described contract:

State of Oregon, Department of Transportation, Contract #8279, Modoc Point, Units C & D, Grading, Paving & Rock Fallout Protection

Assignor hereby constitutes and appoints the United Pacific Insurance Company its true, lawful and irrevocable attorney-in-fact to demand, receive and enforce payments, to execute estimates, payment warrants, vouchers, drafts, and/or checks, and to give receipts, releases, satisfactions for, and to sue for all monies payable to the Assignor and this may be done either in the name of the Assignor or in the name of the Surety with the same force and effect as the Assignor could do if this assignment had not been made. Any and all monies or payments which may be received by the Assignor to which the Surety is entitled under and by reason of this Assignment will be received by Assignor as trustee for the Surety and will be immediately delivered in kind to Surety without commingling. Assignor hereby represents and warrants to the Surety that the monies above have not heretofore been alienated or assigned.

This Assignment is irrevocable and shall remain in full force and effect until its release in writing by Surety. Notice of this Assignment may be given at the option of the Surety. That the general nature of the business out of which such accounts arise or are to arise is contractor and such business is or will be carried on out of Klamath Falls, Oregon 97601.

IN WITNESS WHEREOF, the Assignor has caused its name to be subscribed hereto this 18th day of March, 1976.

Pacific Crushing, Inc. dba
Klamath Paving Co.

By _____

SWORN AND SUBSCRIBED TO before me this _____ day of March 1976.

_____
Notary Public in and for the
State of Oregon,
County of Klamath

My commission expires _____

PLEASE TAKE NOTICE that monies due or to become due under the above referred to contract have been assigned to the undersigned and payments thereunder should be made to the Surety at the branch and address indicated below. Please return to the undersigned the enclosed copy of this notice showing the date of receipt and duly signed by the person acknowledging receipt on behalf of the above addressee.

Yours truly,

UNITED PACIFIC INSURANCE COMPANY
728 St. Helens Avenue
Tacoma, Washington 98402

By Robert L Miller

Receipt and acceptance is hereby acknowledged of the above assignment, and a copy of the above mentioned instrument of assignment. These were received on

March 26 1976

C. H. Head

By _____

8279

Files

3068 C

FILED
MAR 26 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAR 26 4 29 PM '76
MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 26, 1976

Concrete Products, Inc.
PO Box 1668
Klamath Falls, OR 97601

NOTED ON BOARD
7-16-76

Attention: Douglas M. Stiles
General Manager

Gentlemen:

Your letter of March 17, 1976, addressed to our Highway office in Klamath Falls has been forwarded to our office for reply. Your letter indicates that Klamath Paving Co. owes you for material at Modoc Point in the amount of $8,334.33. This appears to be in reference to the Klamath Paving Co., Contract No. 8279, Modoc Point (Units C & D) Section of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company furnished the bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety and the principal contractor of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97401

Klamath Paving Co.
PO Box 1180
Klamath Falls, OR 97601

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

March 22, 1976

FILE: CON 5

FROM: Richard O. Havig
Regional Office Engineer

SUBJECT: Claim for Non-Payment
Modoc Point (Units C & D)
Contract No. 8279

TO: C. T. Keasey
Construction Engineer

Enclosed is a letter we received from Concrete Products, Inc., stating that they have furnished materials for subject section and have not received payment.

ROH:mr

enclosure

cc: Bob Church

cc: Cecil Wood - 3-25-76
JAB:FR

RECEIVED
MAR 25 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Routing
Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — MAR 23 1976 — Berg
Harwood —
Johnsen — CONSTRUCTION
Walker — SECTION

CONCRETE PRODUCTS, INC.

BATCH PLANT LOCATION: 1900 SOUTH SIXTH STREET
TELEPHONE (503) 882-6647
P. O. BOX 1868
KLAMATH FALLS, OREGON 97601

March 17, 1976

Oregon State Highway
Resident Engineer
2557 Altamont Drive
Klamath Falls, Oregon 97601

Gentlemen:

This is to advise you that Concrete Products Industries furnished material to the State Highway job at Modoc Point through Klamath Paving Company and has not been paid for this material to date.

The amount owed to us at this time is $8,334.33. We would appreciate it if this sum could be held out of any funds owed to Klamath Paving Company by the State of Oregon.

Thank you.

Yours truly,

CONCRETE PRODUCTS IND.

Douglas M. Stiles

Douglas M. Stiles
General Manager

DMS/rm

RECEIVED
MAR 25 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8279

files ys

5067

FILED
MAR 23 1976
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 22, 1976

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

Coral Corporation
PO Box 258
Gladstone, OR 97027

FILED 0
7-16-76

Attn: Robert D. Laam, Secretary

Gentlemen:

Reference is made to your letter of March 19, 1976, advising us that Klamath Paving Co. owes you $11,637.10 for guardrail, anchors, guideposts and flagging.

This appears to be in connection with the Klamath Paving Co., Contract No. 8279, Modoc Point (Units C & D) Section of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Klamath Paving Co.
PO Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Company
PO Box 1788
Eugene, OR 97401

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

PHONE 655 6351
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

March 19, 1976

Oregon State Highway Division
121 State Highway Bldg.
Salem, Oregon 97310

ATTN: Cecil Head

Gentlemen:

Notice is hereby given that the undersigned, Coral Corporation, an Oregon Corporation, has a claim for guardrail, anchors, guide posts and flagging on Oregon State Highway Division Contract No. 8279, Modoc Point (Unit C & D) Section in the sum of Eleven Thousand Six Hundred Thirty Seven and 10/hundredth Dollars ($11,637.10) against the bond taken from Klamath Paving Co. and United Pacific Insurance Co., P.O. Box 1788, Eugene Oregon 97401 for the Grading, Paving, and Barrier of Oregon State Highway Division Contract No. 8279, Modoc Point (Unit C & D) Section of The Dalles-California Highway in Klamath County.

CORAL CORPORATION

By _____
Robert D. Laam, Secretary

CC: Klamath Paving Co.
United Pacific Insurance Co.

RECEIVED
MAR 22 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 19, 1976

Klamath Paving Company
P. O. Box 1180
Klamath Falls, OR 97601

NOTED ON CARD
3-19-76

Gentlemen:

Reference is made to your letter of March 18, 1976, concerning your Contract Nos. 8279 (Modoc Point Section) and 8210 (Barkley Springs-Algoma Section) in Klamath County.

As requested and having received Mr. Robert Miller's approval (United Pacific Insurance Company), we will forward future payments due on these contracts to United Pacific Insurance Company, 728 St. Helens Avenue, Tacoma, Washington 98402.

Mr. Hacek, our Finance representative, handed to Mr. Miller yesterday a check (Payment Voucher No. 8) in the amount of $17,956.30 covering Contract No. 8210.

Estimate No. 5 under Contract 8279 covering the period of January 5 to March 5, 1976, in the amount of $17,376.08 is now being processed and will be mailed to the United Pacific Insurance Company next week. Attached is a copy of the contract payment voucher covering this estimate.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Attachment

cc United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, WA 98402

Attention: Robert L. Miller

F. B. Klaboe
Jack Sollis
John Bond
Dick Hacek

Klamath Paving Co.
P. O. Box 1180
Klamath Falls, Oregon 97601

March 18, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head
Commission Services

Gentlemen:

United Pacific Bond U-905398
Contractor: Klamath Paving Co.
Contract #8279, Modoc Point (Unit C & D) Project

United Pacific Bond U-895910
Contractor: Klamath Paving Co.
Contract #8210, Barkley Springs - Algona Project

We hereby irrevocably acknowledge and direct the State of Oregon, Department of Transportation, to remit and forward any and all contract funds, including retained funds, due or to become due Klamath Paving Company on the above contracts to United Pacific Insurance Company, 728 St. Helens Avenue, Tacoma Washington 98402.

United Pacific is the surety on our Performance Bonds on these projects on which substantial claims have been filed with the State of Oregon. Prompt remittance of contract proceeds to United Pacific will be appreciated.

Very truly yours,

Klamath Paving Co.

By [signature]
Chr. of Board

Approved this date by
United Pacific Insurance Company
Robert L Mellor

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8279

gen files

March 16, 1976

United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington 98402

Attention: Robert L. Miller
Bond Claim Department

Gentlemen:

Your letter of March 12, 1976, was received in yesterday's mail regarding the Klamath Paving Company Contract No. 8279, Modoc Point (Units C and D) in Klamath County. This project is approximately 98% complete and the estimated completion date is May 1976. A contract payment voucher is now being processed. A copy will be mailed to you in a couple of days.

As requested, we will not make further payment on this contract until we have the consent of United Pacific Insurance Company.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fhm

cc Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

F. B. Klaboe
Jack Sollis
John Bond
Dick Hacek

3-16-76

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

March 12, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head, Commission Services

Gentlemen:

United Pacific Bond U-905398
Principal: Klamath Paving Company
Obligee: State of Oregon
Contract: No. 8279, Modoc Point (Units C & D)
Grading, Paving and Rock Fallout Protection

Your records should reflect that United Pacific executed the Performance Bond to the State of Oregon for the above contractor on this project. We have received information indicating a substantial amount of claims have been filed against the bond on this project. Would you please promptly send us a copy of the latest payment estimate received or to be received by the contractor on this project covering work performed to date. Also, would you kindly advise the amount of retained funds withheld on the contract. And, if there are any change orders being processed, we would appreciate receiving information regarding these change orders.

We further request the State refrain from making any further payments to Klamath Paving Company without the consent of United Pacific. We are contacting our bond principal with respect to the claims and/or potential claims against the bond. Prompt receipt of the information requested will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

ljh
cc. Eugene - Bonds

RECEIVED
MAR 15 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

March 12, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head, Commission Services

Gentlemen:

United Pacific Bond U-905398
Principal: Klamath Paving Company
Obligee: State of Oregon
Contract: No. 8279, Modoc Point (Units C & D)
Grading, Paving and Rock Fallout Protection

Your records should reflect that United Pacific executed the Performance Bond to the State of Oregon for the above contractor on this project. We have received information indicating a substantial amount of claims have been filed against the bond on this project. Would you please promptly send us a copy of the latest payment estimate received or to be received by the contractor on this project covering work performed to date. Also, would you kindly advise the amount of retained funds withheld on the contract. And, if there are any change orders being processed, we would appreciate receiving information regarding these change orders.

We further request the State refrain from making any further payments to Klamath Paving Company without the consent of United Pacific. We are contacting our bond principal with respect to the claims and/or potential claims against the bond. Prompt receipt of the information requested will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

ljh
cc. Eugene - Bonds

RECEIVED
MAR 15 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8279

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:CON 5

Bend, Oregon 97701

March 5, 1976

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Alleged Delinguent Payments
Klamath Paving Company
Contracts 8210, 8238, & 8279

TO: C. T. Keasey
Construction Engineer

Attached is information received by E. J. Dunn from Operating Engineers Trust Funds alleging moneys due for fringe benefits for the period September, 1975, through December, 1975.

Until this matter is cleared up satisfactorily, no reduction in retainage on subject contracts should be made. I previously approved reducing retainage on Contract No. 8210 (Barkley Springs-Algoma). I am now rescinding that approval.

RAS:mr

enclosures

cc: E. J. Dunn

R. Church

Routing

Keasey — RECEIVED — Richards
Bond
Jackmond — MAR 8 1976 — Glenn
Harwood — Berg
Johnsen — CONSTRUCTION
Walker — SECTION

3-8-75 (8210)
$5,000 being held due to labor compliance.
Bond plans to hold $2,500 additional for claimed unpaid fringe benefits.
WL

FILED
C. W. HEAD

I.U.O.E. Local 701

AGC Oregon-Columbia Chapter

OPERATING ENGINEERS TRUST FUNDS

1529 S.W. 12TH AVE. • LEVEL ONE • PORTLAND, OREGON 97201 • (503) 223-3185
MAILING ADDRESS: P.O. BOX 4668 • PORTLAND, OREGON 97208

March 1, 1976

AGC AND INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND
Union Trustees
RUSS JOY, *Chairman*
DON YOUNG
GEORGE CAMPBELL
CLIF QUICK
Employer Trustees
FRANK HASTIE, *Secretary*
W. RAY ROGERS
LLOYD BABLER, JR.
WILLIAM D. ROBERTSON

AGC AND INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
PENSION TRUST FUND
Union Trustees
RUSS JOY, *Chairman*
DON YOUNG
GEORGE CAMPBELL
CLIF QUICK
Employer Trustees
FRANK HASTIE, *Secretary*
W. RAY ROGERS
LLOYD BABLER, JR.
WILLIAM D. ROBERTSON

INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701—EMPLOYERS
VACATION FUND
Union Trustees
RUSS JOY, *Chairman*
DON YOUNG
GEORGE CAMPBELL
CLIF QUICK
Employer Trustees
FRANK HASTIE, *Secretary*
W. RAY ROGERS
LLOYD BABLER, JR.
WILLIAM D. ROBERTSON

Mr. E. J. Dunn, Resident Engineer
Oregon State Highway Department
2557 Almont Street
Klamath Falls, Oregon 97601

Re: Klamath Paving Company

Dear Mr. Dunn:

As per our conversation concerning Klamath Paving Company, enclosed herewith is a breakdown of their hours reported but unfunded.

These hours together with interest and surcharge total $11,963.91 owing Local 701 for fringe benefits due these employees for the period of time of September, 1975 through December, 1975.

Hoping that this can be of assistance to you and should you need any further information, please do not hesitate to contact our office.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Alfred R. Booth
Delinquency Coordinator

ARB:daf
Encls.

OPERATING ENGINEERS TRUST FUNDS

ADMINISTERED BY - G & L MANAGEMENT SERVICES, INC.
1529 S. W. 12th Level On , Portland, Oregon 97201
Telephone (503) 223-3185

Klamath Paving Co.
PO Box 1180
K. Falls 97601

71359	2-16-76
Empl. Number	Assessment Dat

SURCHARGE AND INTEREST PAYMENTS

As you have failed to comply with the reporting and remittance provisions established by the Trustees of the ACC-IUOE Local 701 Trust Funds, the amounts set forth below have been assessed as of the above date. Your check should be made payable to the OPERATING ENGINEERS TRUST FUN

58 days late as of 2-16-76 450.72

Month of Delinquency	Date Report Due	Date Report Rec'd
11-75	12-20-75	

unfunded

Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLAR DUE
H & W	106.88	0	0	0
Pension	542.50	27.13	.26	27.39
Training	27.13	25.00	.13	25.13
Vacation	271.25	13.56	.13	13.69
CIAF	16.28	0	0	0
TOTAL	1,064.04	65.69	.82	66.51

27 days late as of 2-16-76

Month of Delinquency	Date Report Due	Date Report Rec'd
12-75	1-20-76	

unfunded

Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
H & W	30.38	0	0	0
Pension	40.50	0	0	0
Training	2.03	25.00	.01	25.01
Vacation	20.25	0	0	0
CIAF	1.22	0	0	0
TOTAL	94.38	25.00	.01	25.01

Month of Delinquency	Date Report Due	Date Report Rec'd

Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
H & W				
Pension				
Training				
Vacation				
CIAF				
TOTAL				

INSTRUCTIONS:

1. Please return the first two copies with your remittance to:
   Operating Engineers Trust Funds
   1529 SW 12th, Level One
   Portland, OR 97201
2. Retain the last copy for your files.

AUTHORIZED SIGNATURE _____

TITLE _____

TOTAL S & I AMOUNT DUE	91.52
ADJUSTMENTS	
TOTAL AMOUNT PAID	

OPERATING ENGINEERS TRUST FUNDS

ADMINISTERED BY - C & B MANAGEMENT SERVICES, INC.
1529 S. W. 12th Level On , Portland, Oregon 97201
Telephone (503) 223-3185

Klamath Paving Co.
PO Box 1180
K. Falls Or. 97601

71399	1-30-76
Empl. Number	Assessment Date

SURCHARGE AND INTEREST PAYMENTS

s you have failed to comply with the reporting and remittance provisions established by the rustees of the ACC-IUOE Local 701 Trust Funds, the amounts set forth below have been assessed s of the above date. Your check should be made payable to the OPERATING ENGINEERS TRUST FUNDS.

102 days

Month of Delinquency	Date Report Due	Date Report Rec'd	Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
9-75	10-20-75	11-26-75	H & W	1,992.38	—	—	—
			Pension	2,650.50	132.83	44.42	177.25
			Training	132.83	25.00	3.70	28.70
			Vacation	1,328.25	66.41	22.21	88.62
			CIAF	29.70	—	—	—
			TOTAL	6,133.66	224.24	70.33	294.57

Unfunded

71 days

Month of Delinquency	Date Report Due	Date Report Rec'd	Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
10-75	11-20-75	11-26-75	H & W	1,239.38	—	—	—
			Pension	1,652.50	82.63	19.24	101.87
			Training	82.63	25.00	1.60	26.60
			Vacation	826.25	41.31	9.62	50.93
			CIAF	19.58	—	—	—
			TOTAL	3,850.34	148.94	30.46	179.40

Unfunded

Month of Delinquency	Date Report Due	Date Report Rec'd	Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
			H & W				
			Pension				
			Training				
			Vacation				
			CIAF				
			TOTAL				

INSTRUCTIONS:
Please return the first two copies with your remittance to:
Operating Engineers Trust Funds
1529 SW 12th, Level One
Portland, OR 97201
Retain the last copy for your files.

AUTHORIZED SIGNATURE _____

TOTAL S & I AMOUNT DUE	47397
ADJUSTMENTS	
TOTAL AMOUNT PAID	

ADMINISTERED BY G & B [illegible] TRUST
1529 S.W. [illegible] H LEVEL OF [illegible] PORTLAND, OREGON 97201
TELEPHONE (503) 223-3183

71399	12/75	01/20/76	0/75
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE	

KLAMATH PAVING CO
P.O. BOX 1180
KLAMATH FALLS OR 97601

PAGE 1

EMPLOYER AFFILIATION CODE: IUVS

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST	FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST ID'S	ASSOCIAT FLATEAI	CIAT CRA
486	40	9080	ALFORD	WH		40.5				

RECEIVED
FEB 16 1976
O.E.T. BY

UNFUNDED

PLEASE RETURN THE FIRST 2 COPIES WITH YOUR REMITTANCE TO:
OPERATING ENGINEERS TRUST FNDS
1529 S. W. 12TH AVE LEVEL ONE
PORTLAND, OREGON 97201
A COPY IS FOR YOUR FILES.

PLEASE FOLLOW THESE INSTRUCTIONS

COMPLETE THE REPORT IN ITS ENTIRETY BY PRINTING OR TYPING
SOCIAL SECURITY NUMBERS MUST BE ACCURATE
COMPENSABLE HOURS INCLUDE ALL PAID TIME (INCLUDING ANY FIVE-EIGHT HOURS THIS REPORT IS TO BE CLOSED TO A MONTHLY AND SHALL INCLUDE THE PAYROLL PERIOD CLOSING NEAREST TO THE LAST DAY OF THE MONTH. IF WORK AND EMPLOYEE WORK ACTIVITY IN THE MONTH SO STATE AND RETURN THE REPORT
REPORTS NOT RECEIVED IN THE ADMINISTRATIONS OFFICE BY THE 20TH OF THE MONTH FOLLOWING THE MONTH OF WORK SUBMITTED ARE SUBJECT TO LIQUIDATED DAMAGES
NOTE: ADD OR ELIMINATE INFORMATION ON THE ABOVE PREPRINTED EMPLOYER OR EMPLOYEE INFORMATION. LINE OUT THE INCORRECT INFORMATION AND ENTER THE REVISED INFORMATION ABOVE IN THE SPACE PROVIDED

SEE INSTRUCTION MANUAL FOR ADDITIONAL INSTRUCTIONS

1/16/76
AUTHORIZED SIGNATURE — DATE

THE EMPLOYER IN MAKING THESE PAYMENTS AGREES TO ABIDE BY THE TERMS AND CONDITIONS OF
AGC - OPERATING ENGINEERS
[illegible]

FUND	RATE/EMPL	NUMBER	$ DUE FOR THIS RPT.	OVER/SHORT ADJ.	NET $ PAID	PAID
ASSOCIATE FLATRATE	30.32					
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.				
ULTIMATE	.75	40.5			30.38	38
PENSION	1.00	"			40.50	50
TRAINING	.05	"	PLUS	45.58	2.03	13
VACATION	.50	"			20.25	25
CIAF	.03	"	LESS	6.27	1.23	28
	11/75 REPORT		NOT RECEIVED AS OF		2/20/75	175
			MAKE CHECKS PAYABLE TO:	TOTAL $ PAID	94.38	04

[X] CHECK IF YOU WANT: EMPLOYEES PREPRINTED
[ ] NO EMPLOYEES PRINTED

OPERATING ENGINEERS TRUST FUNDS

ADMINISTERED BY G & U MANAGEMENT SERVICES, INC.
1529 S.W. [illegible] H LEVEL DOCK - PORTLAND, OREGON 97201
TELEPHONE (503) 223-31[illegible]

KLAMATH PAVING CO
P.O. BOX 1180
KLAMATH FALLS OR 97601

71399	11/75	12/20/75
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE

EMPLOYER AFFILIATION CODE: LIUVS

PAGE [illegible]

SOCIAL SECURITY NUMBER	EMPLOYEE NAME AND INITIALS (LAST, FIRST, MIDDLE)		HOURS WORKED		ZIPCODE LAST JOB	ASSOCIATE FLATRATE
486 40 9080	ALFORD	W H	40		97601	
543 05 4939	BUICK	M K	70.5		97601	
451 32 4563	CAMPBELL	R B	48.5		97601	
525 16 3497	LARA	G A	15		97601	
325 24 1685	LIPE	H C	115.5		97601	
519 32 3500	HAWK	F C	90		97601	
399 01 8716	TREAT	B D	50		97601	
541 38 3624	VAUGHN	O E	49		97601	
544 24 0216	WONSER	A L	64		97720	

RECEIVED
FEB 16 1976
O.E.T. BY

UNFUNDED

CASE RETURN THE FIRST 2 COPIES WITH YOUR REMITTANCE TO:

OET--C/O BANK OF CALIFORNIA
P. O. BOX 3121 (TRUST DEPT)
PORTLAND, OREGON 97208

PLEASE FOLLOW THESE INSTRUCTIONS

COMPLETE THE REPORT WITH INK OR TYPEWRITER PRINTING OR TYPING
SOCIAL SECURITY NUMBERS MUST BE ACCURATE
COMPENSABLE HOURS INCLUDE ALL PAID TIME INCLUDING ANY DISJUNCTIVE HOURS. THIS REPORT IS TO BE COMPLETED MONTHLY AND SHALL INCLUDE THE PAYROLL PERIOD CLOSING NEAREST TO THE FIRST OF THE MONTH. IF YOU HAD NO EMPLOYEE WORK ACTIVITY IN THE MONTH SO STATE AND RETURN THE REPORT
REPORTS NOT RECEIVED IN THE ADMINISTRATIVE OFFICE BY THE 25TH OF THE MONTH FOLLOWING THE MONTH BEING REPORTED ARE SUBJECT TO LIQUIDATED DAMAGES
SEE ITEM 10 AND ITS CORRECT APPLICATION TO THE USE OF UNIDENTIFIED EMPLOYER OR EMPLOYEE INFORMATION. FIND OUT THE CORRECT INFORMATION AND ENTER THE REVISED INFORMATION ABOVE IN THE SPACE PROVIDED

SEE INSTRUCTION MANUAL FOR ADDITIONAL INSTRUCTIONS

AUTHORIZED SIGNATURE — DATE: 12/12/75

BY EMPLOYER IN MAKING THESE PAYMENTS AGREES TO ABIDE BY THE TERMS AND CONDITIONS OF

THE OPERATING ENGINEERS TRUST FUNDS

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT.	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE FLATRATE	20.32				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HLTH&WLF	.75	542.5			406.88
PENSION	1.00	"			542.50
TRAINING	.05	"	PLUS	45.58	27.13
VACATION	.50	"			271.25
CIAF	.03	"	LESS	6.87	16.28
	10/75 REPORT NOT RECEIVED AS OF				11/20/75
			MAKE CHECKS PAYABLE TO:	TOTAL $ PAID ▷	1264.04

CHECK IF YOU WANT: [ ] EMPLOYEES PREPRINTED [X] NO EMPLOYEES PRINTED

OPERATING ENGINEERS TRUST FUNDS

1529 S.W. [illegible] LEVEL DR. PORTLAND, OREGON 97201
TELEPHONE (503) 223-3185

KLAMATH PAVING CO
P.O. BOX 1130
KLAMATH FALLS OR 97601

71309	10/75	11/20/75
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE ↑

LOCAL AFFILIATION CODE: HVYS

SOCIAL SECURITY NUMBER	EMPLOYEE NAME AND INITIALS LAST	FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST JOB	ASSOCIATE FLATRATE
56 43 5080	ALFORD	W H		153		97601	
33 33 3525	BOGGS	J W	(DELETE)				
43 05 4939	BUICK	M K		208.5		97601	
51 32 4563	CAMPBELL	R B		148		97601	
41 24 6454	CHRISTIANSON	M R	(DELETE)				
40 28 3792	COOPER	S R	(DELETE)				
42 12 8808	DREXLER	W		100.5		97601	
75 16 0280	KLIEWER	M		120.5		97601	
25 24 1685	LIPE	H C		167.5		97601	
55 09 3279	OSTERBERG	L	(DELETE)				
99 01 8716	TREAT	B D		154.5		97601	
41 38 3624	VAUGHN	C E		155.5		97601	
44 62 7003	WATKINS	L R	(DELETE)				
44 24 0216	WONSER	A L		50		97673	
81 56 2094	ANTHONY	L E		18		87601	
12 36 3918	COATS	M F		9.5		97601	
44 46 6637	GRIFFIN	W E		9.5		97601	
00 40 6314	REED	J D		6		97601	
44 24 7240	FAUGHT	R N		152.5		97601	
19 32 3500	HAWK	F C		112.5		97601	
81 46 5091	WEIMER	J A		6		97601	
81 30 5309	WOODERSON	M L		24		97601	
25 16 3497	LARA	G A		19.5		97601	
41 18 2023	SEUTTER	F E		32		97601	

KEEP AND RETURN THE FIRST 2 COPIES WITH YOUR REMITTANCE TO:
ET--C/O BANK OF CALIFORNIA
. O. BOX 3121 (TRUST DEPT)
ORTLAND, OREGON 97208
LAST COPY IS FOR YOUR FILES.

PLEASE FOLLOW THESE INSTRUCTIONS

[illegible] 11/17/75
AUTHORIZED SIGNATURE DATE

IE OPERATING ENGINEERS
TRUST FUNDS

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT.	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE FLATRATE	82.25				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HLTH&WLF	.75	1652.5			1239.38
PENSION	1.00	"			1652.50
TRAINING	.05	"	PLUS	45.58	82.63
VACATION	.50	"			826.25
CIAF	.03	"	LESS	6.87	49.58
	10/75 REPORT NOT RECEIVED AS OF				10/20/75
			MAKE CHECKS PAYABLE TO:	TOTAL $ PAID ▷	3350.34

CHECK IF YOU WANT:
[ ] EMPLOYEES PREPRINTED
[ ] NG EMPLOYEES PRINTED

OPERATING ENGINEERS
TRUST FUNDS

NOV 26 1975

[illegible] 10/75 TRUST

ADMINISTERED BY O.E.B.T. MANAGEMENT TRUST
1529 S.W. 3RD LEVEL ONE - PORTLAND, OREGON 97201
TELEPHONE (503) 223-3178

KLAMATH PAVING CO
P.O. BOX 1130
KLAMATH FALLS OR 97601

71399	10/75	11/20/75
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE ↑

EMPLOYER AFFILIATION CODE: IIVYS

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST	FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST JOB	ASSOCIATE FLATRATE
486	48	9086	ALFORD	W H		158		97601	
235	36	6923	BOGGS	J W	(DELETE)				
543	65	4939	BUICK	M K		208.5		97601	
451	32	4563	CAMPBELL	R B		148		97601	
541	24	6454	CHRISTIANSON	M R	(DELETE)				
540	28	3792	COOPER	S R	(DELETE)				
542	12	8808	DREXLER	W		100.5		97601	
476	16	0280	KLIEWER	M		120.5		97601	
325	24	1685	LIPE	H C		167.5		97601	
395	09	8279	OSTERBERG	L	(DELETE)				
399	01	8716	TREAT	B D		154.5		97601	
541	38	3624	VAUGHN	C E		155.5		97601	
544	62	7003	WATKINS	L R	(DELETE)				
544	24	0216	WONSER	A L		50		97673	
541	56	2094	ANTHONY	L E		18		87601	
542	36	3918	COATS	M F		9.5		97601	
544	46	6637	GRIFFIN	W E		9.5		97601	
540	40	6314	REED	J D		6		97601	
544	24	7240	FAUGHT	R N		152.5		97601	
519	32	3500	HAWK	F C		112.5		97601	
541	46	5091	WEIMER	J A		6		97601	
531	30	5389	WOODERSON	M L		24		97601	
525	16	3497	LARA	G A		19.5		97601	
541	18	2023	SEUTTER	F E		32		97601	

PLEASE RETURN THE FIRST 2 COPIES WITH YOUR REMITTANCE TO:
OET--C/O BANK OF CALIFORNIA
P. O. BOX 3121 (TRUST DEPT)
PORTLAND, OREGON 97208
THE LAST COPY IS FOR YOUR FILES.

PLEASE FOLLOW THESE INSTRUCTIONS

1. COMPLETE THE REPORT IN TRIPLICATE BY TYPING OR PRINTING
2. SOCIAL SECURITY NUMBERS MUST BE ACCURATE
3. COMPENSABLE HOURS INCLUDE ALL PAID TIME INCLUDING ANY OVERTIME HOURS. THIS REPORT IS TO BE COMPLETED MONTHLY AND SHALL INCLUDE THE PAYROLL PERIOD CLOSING NEAREST TO THE LAST DAY OF THE MONTH IN WHICH ANY EMPLOYEE WORKS ACTIVITY IN THE MONTH OR STATE AND RETURN THE REPORT.
4. REPORTS NOT RECEIVED IN THE ADMINISTRATIVE OFFICE BY THE 20TH OF THE MONTH FOLLOWING THE MONTH BEING REPORTED ARE SUBJECT TO LIQUIDATED DAMAGES
5. NOTE: ADD OR CORRECT ANY INFORMATION ON THE ABOVE PREPRINTED EMPLOYER OR EMPLOYEE INFORMATION, DRAW OUT THE INCORRECT INFORMATION AND ENTER THE REVISED INFORMATION IN THE SPACE PROVIDED

SEE REVERSE SIDE FOR ADDITIONAL INSTRUCTIONS

[signature] 11/17/75
AUTHORIZED SIGNATURE DATE

BY SIGNING IN MANUAL TYPE EMPLOYER AGREES TO ABIDE BY THE TERMS AND CONDITIONS OF

THE OPERATING ENGINEERS TRUST FUNDS

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT.	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE FLATRATE	82.25				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HLTH&WLF	.75	1652.5			1239.38
PENSION	1.00	"			1652.50
TRAINING	.05	"	PLUS	45.58	82.63
VACATION	.50	"			826.25
CIAF	.03	"	LESS	6.87	49.58

09/75 REPORT NOT RECEIVED AS OF 10/20/75

CHECK IF YOU WANT: ☐ EMPLOYEES PREPRINTED ☐ NO EMPLOYEES PRINTED

MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS TRUST FUNDS

TOTAL $ PAID ▷ 3850.34

NOV 26 [illegible]

71399 10/75 TRUST

1589 S.W. MAIN LEVEL OFFICE — PORTLAND, OREGON 97201
TELEPHONE (503) 223-3185

KLAMATH PAVING CO
P.O. BOX 1180
KLAMATH FALLS OR 97601

EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE
71399	09/75	10/20/7

EMPLOYER AFFILIATION CODE: LIUVS

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST	FIRST	MIDDLE		HOURS WORKED		ZIPCODE LAST JOB	PAGE ASSOCIA ELATRA
486	40	9080	ALFORD	W	H		171		97601	
541	56	2094	ANTHONY	L	E		232.5		97601	
235	36	6923	BOGGS	J	W	(DELETE)				
543	05	4935	BUICK	M	K		185		97601	
451	32	4563	CAMPBELL	R	B		198.5		97601	
541	24	6454	CHRISTIANSON	M	R	(DELETE)				
540	28	3792	COOPER	S	R	(DELETE)				
542	12	8803	DREXLER	W			216		97601	
537	18	0939	FENTON	B	M	(DELETE)				
541	58	5857	HEDRICK	D	E	(DELETE)				
543	66	0381	KARKIAINEN	E		(DELETE)				
325	24	1685	LIPE	H	C		117.5		97601	
395	09	8279	OSTERBERG	L		(DELETE)				
599	01	8716	TREAT	B	D		224.5		97601	
541	38	3624	VAUGHN	O	E		232		97601	
544	62	7003	WATKINS	L	R	(DELETE)				
544	24	0216	WONSER	A	L					
542	36	3918	COATS	M	F		147		97601	
544	46	6637	GRIFFIN	W	E		149.5		97601	
544	24	7240	FAUGHT	R	N		145.5		97601	
519	32	3500	HAWK	F	C		16		97601	
546	16	0280	KLIEWER	M			214		97601	
540	40	6314	REED	J	D		125.5		97601	
541	46	5021	WEIMER	J	A		127		97601	

NOV 26 197

PLEASE RETURN THE FIRST 3 COPIES WITH YOUR REMITTANCE TO:
ET--C/O BANK OF CALIFORNIA
. C. BOX 3121 (TRUST DEPT)
RTLAND, OREGON 97208

PLEASE FOLLOW THESE INSTRUCTIONS

ALL ENTRIES IN THIS AREA MUST BE MADE BY PRINTING OR TYPING
ALL REQUIRED ITEMS MUST BE ACCURATE
REASONABLE EFFORTS INCLUDING ALL PAID TIME OFF, HOLIDAYS AND VACATION HOURS THIS EMPLOYER IS OBLIGATED TO MAKE CONTRIBUTIONS ON BEHALF OF EMPLOYEES WITHIN THE SCOPE OF THE AGREEMENT. IF YOU HAD NO EMPLOYEES WITHIN THIS CLASSIFICATION DURING THE MONTH, SO STATE AND RETURN THE REPORT
REPORTS MUST BE RECEIVED IN THE ABOVE STATED OFFICE BY THE 20TH OF THE FOLLOWING THE MONTH BEING REPORTED ARE SUBJECT TO LIQUIDATED DAMAGES
FOR ADDITIONAL INFORMATION RELATING TO THIS AND OTHER REPORTS, CONTACT YOUR ASSIGNED FIELD REPRESENTATIVE OR THE TRUST OFFICE AT THE ABOVE ADDRESS

AUTHORIZED SIGNATURE — TYPE OR PRINT NAME AND TITLE — DATE
BY SIGNING THIS AGREEMENT I AGREE TO ABIDE BY THE TERMS AND CONDITIONS OF THE TRUST AGREEMENT

10/20/75

OPERATING ENGINEERS
TRUST FUNDS

KLAMATH PAVING CO

FUND	RATE/EMPL.	NUMBER
ASSOCIATE ELATRATE	82.25	
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.
H&W&LE	.75	2656.5
PENSION	1.00	"
TRAINING	.05	"
VACATION	.50	"
CIAF	.03	"

09/75 REPORT NOT RECEIVED AS OF 09/20/75

CHECK IF YOU WANT:
EMPLOYEES PREPRINTED
NO EMPLOYEES PRINTED

$ DUE FOR THIS RPT.	OVER/SHORT ADJ.	NET $ PAID
		-
		1992.30
		2656.50
PLUS	45.58	132.83
		1328.25
LESS	6.87	79.70
TOTAL $ PAID ▷		6189.66

MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS TRUST FUNDS

1529 S.W. [illegible] LEVEL D · PORTLAND, [illegible]
TELEPHONE (503) 223-3195

KLAMATH PAVING CO.

71399	9-75	
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE ↑

PLOVER AFFILIATION CODE:

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST 3DG	ASSOCIATI ELAIRATI
531	30	5389	WOODERSON, M.L.		155.0			

PLEASE RETURN THE FIRST 2 COPIES WITH YOUR REMITTANCE TO:

DET--C/O BANK OF CALIFORNIA
P. O. BOX 3121 (TRUST DEPT)
PORTLAND, OREGON 97208
A LAST COPY IS FOR YOUR FILES.

PLEASE FOLLOW THESE INSTRUCTIONS

COMPLETE THE REPORT IN INK OR BY PRINTING OR TYPING
SOCIAL SECURITY NUMBERS MUST BE ACCURATE
COMPLETE ALL PAID TIME INCLUDING ANY OVERTIME HOURS. THIS REPORT IS TO BE COMPLETED IMMEDIATELY AFTER THE PAYROLL PERIOD CLOSING NEAREST TO THE LAST DAY OF THE MONTH. IF YOU HAD NO EMPLOYEES WORK ACTIVITY IN THE MONTH SO STATE AND RETURN THE REPORT.
REPORTS MUST BE RECEIVED IN THE ADMINISTRATIVE OFFICE BY THE 20TH OF THE MONTH FOLLOWING THE MONTH BEING REPORTED ARE SUBJECT TO LIQUIDATED DAMAGES.
USE THE SPACE PROVIDED FOR ANY INFORMATION TO THE RIGHT OF EACH EMPLOYEE OR EMPLOYEES INFORMATION, GIVE THE NECESSARY INFORMATION AND ENTER THE REVISED INFORMATION ABOVE IN THE SPACE PROVIDED

SEE INSTRUCTION MANUAL FOR ADDITIONAL INSTRUCTIONS

AUTHORIZED SIGNATURE | DATE

EMPLOYER IN MAKING THESE PAYMENTS AGREES TO ABIDE THE TERMS AND CONDITIONS OF

THE OPERATING ENGINEERS TRUST FUNDS

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE ELAIRATE	$2.25				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD			
H.L.T.H.&W.L.F.	.75				
PENSION	1.00				
TRAINING	.05				
VACATION	.50				
CIAF	.03				

☐ CHECK IF YOU WANT:
EMPLOYEES PREPRINTED
NO EMPLOYEES PRINTED

MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS TRUST FUNDS

TOTAL $ PAID ▷

TRUST

8279

504

files

FILED
DEPARTMENT OF TRANSPORTATION
CLAY MYERS
SECRETARY OF STATE

RECEIVED
FEB 27 10 52 AM '76
CLAY MYERS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

February 26, 1976

Columbia Fence Co.
19940 S.E. Burnside Ct.
Portland, OR 97233

NOTED ON CARD
3-1-76

Attention: Red Schall
Industrial Division
Operations Manager

Gentlemen:

This is in reply to your letter of February 23 advising us that Klamath Paving Company owes you for equipment, labor and materials in the amount of $24,567.91.

From the description given in your letter, this appears to be in connection with the Klamath Paving Company Contract No. 8279, Modoc Point (Units C and D) Section of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the principal contractor of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:fkn
cc United Pacific Insurance Co.
Klamath Paving Co.
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COLUMBIA FENCE CO.

Member FENCE INDUSTRY ASSOCIATION

19940 S.E. BURNSIDE CT. • PORTLAND, ORE. 97233 • PHONE (503) 665-7146
VANCOUVER (206) 694-7694 SPOKANE (509) 535-3806

February 23, 1976

State of Oregon
Dept. of Transportation
307 Highway Bldg.
Salem, Oregon 97310

Attention: C.W. Head

Re: Contract #8279
Klamath Paving Co.

Gentlemen:

Please be advised that Columbia Fence Company entered into a sub-contract with Klamath Paving Co. on the above named project on the 15th day of October 1975 for certain work to be done, furnishing equipment, labor and materials for Item #21 Rock Protection fence, final quantity amount 479 lineal feet and in the amount of $24,567.91.

Subsequently the sub-contract was approved by the State of Oregon and work started late, November and completed prior to January 1.

On January 20, 1976, Klamath Paving received a payment of approximately $172,000.00 of which Item #21 was paid in its entirety except for $50.00.

As of this date Klamath Paving Co. has not paid Columbia Fence Company and claims that extra due on the project would pay our $24,567.91 and it would be forthwith February 18, 1976.

Contact with Klamath Paving Co. principles have failed, and therefore we submit to the State of Oregon Highway Department and the Surety, United Pacific Insurance, P.O. Box 1788, Eugene, Oregon 97401 a claim in the amount of $24,567.91 plus any

and all costs that may occur to settle this claim.

Sincerely,

Red Schall
Industrial Division
Operations Manager

cc: Klamath Paving Co.

cc: United Pacific Insurance Co.

RS/mj

RECEIVED
FEB 25 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8279

files

5041

FILED
FEB 12 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
FEB 12 8 41 AM '76
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

February 11, 1976

Roy L. Houck Construction Co.
2705 Lancaster Dr. NE
Salem, OR 97303

RECEIVED
3-1-76

Attention: John Lambie

Gentlemen:

This is to acknowledge receipt of your claim letter of February 9, 1976, with attached invoice indicating that Klamath Paving Co. owes you for equipment rental in the amount of $15,540.

This appears to be in reference to the Klamath Paving Co., Contract No. 8279, Modoc Point (Units C & D) Section of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the principal contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
MAR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:rw

cc: Klamath Paving Co.
PO Box 1130
Klamath Falls, OR 97601

United Pacific Insurance Company
PO Box 1788
Eugene, OR 97401

United Pacific Insurance Company
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

bc: Secretary of State ← Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

ROY L. HOUCK CONSTRUCTION CO.

HEAVY CONSTRUCTION

AN EQUAL OPPORTUNITY EMPLOYER

2705 Lancaster Drive N.E. / Salem, Oregon 97303 / 585-5572

February 9, 1976

Oregon Transportation Commission
C. W. Head
Commission Services
Room 121
Transportation Building
Salem, Oregon97310

Gentlemen:

Attached is an Invoice to Klamath Paving Co. Klamath Falls, Oregon for Equipment Rental of a D-9 Caterpilar Tractor used by them on State Highway Contract No. 8279, Modoc Point Section, Unit "C" & "D" for the Grading, Paving, Bench Restoration on the Dalles-California Highway, Klamath County Oregon.

This letter is to inform you that this Invoice remains unpaid and that The Roy L. Houck Construction Co. has a claim in the amount of$15,540.00 for the rental of the machine as listed by the enclosed Invoice.

Very truly yours,

John Lambie
Roy L. Houck Co.

RECEIVED
FEB 9 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

ROY L. HOUCK CONSTRUCTION CO.

HEAVY CONSTRUCTION

AN EQUAL OPPORTUNITY EMPLOYER

2705 Lancaster Drive N.E. / Salem, Oregon 97303 / 585-5572

DATE Nov. 10, 1975

Klamath Paving Company
Klamath Falls, Oregon

TERMS Net

JOB

INVOICE NO.

Quantity	Description	Unit Price	Sub-Total	Amount
	Rental of Caterpilar D-9 for Period Oct. 10 to Nov. 25, 1975 (Less 15 Day Wait for Job Cordination)	7,700/Mo.		7,770
	Rental of Caterpilar D-9 for Period of Sept. 10 to Oct. 10, 1975 (Paid On Previous Invoice)		7,770	7,770
	Total Amount Due			15,540

Title to the above merchandise is reserved in the seller until the purchase price is paid. The purchase price is due on the first day of the month following, and if not so paid, I agree to pay interest on the balance at the rate of 10% per annum. If suit or action is necessary to collect, I agree to pay such sum as the court may adjudge reasonable as attorney's fees.

RECEIVED
FEB 9 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8279-

STATE OF OREGON

INTER-OFFICE MEMO

TO: MEMO TO THE FILE

DATE: November 26, 1975

FROM: R. B. Sipprell
Liaison Engineer

SUBJECT:

NOTED
E. S. HUNTER

Following a phoned request from Mrs. Lenn Hannon last Friday on behalf of her husband who is a state senator from District 26, I called the Senator last night to discuss with him concerns that had been expressed to him by the Mayor and Chamber of Commerce of Chiloquin over the placement of the concrete barrier for rock fall protection on the Modoc Point-Algoma Section of US 97.

Senator Hannon said that these people were not unappreciative of the protection to traffic afforded by this construction but were concerned that there was insufficient room to pull off the roadway in the event of an emergency. I explained to him that to provide as much area for rock fall as possible behind the barrier we had moved the roadway as close as we could to the railroad and that the distance from the centerline of the new roadway to the face of the new GM barrier (on the basis of the typical sections) was only one foot less than we formerly had to the face of the rubble wall, and that while this would not allow a car or truck to pull completely off the 12-foot travel lane, a disabled vehicle (if drivable) could at least pull partly off.

I also mentioned to him that I had discussed this complaint late Friday afternoon with Senator Heard, who had repeatedly expressed concern over the lack of adequate protection for several years and had asked us to undertake this construction work, and that Senator Heard had received no complaints from anyone in Klamath Falls or elsewhere in his district concerning the new construction.

Senator Hannon seemed pleased with the information I had given him and indicated that he was not now as concerned as he had been when contacted by the Chiloquin people. He did not indicate that he would report back to them, but I presume he will.

RBS:ob

cc - F. B. Klaboe
E. S. Hunter
H. S. Coulter
Carl Williams

NOTED
R. L. SCHROEDER

RECEIVED
DEC 2 1975
Office of
Assistant State Highway Engineer

RECEIVED
HWY MGR
DEC 1 '75
REFER TO
Schroeder
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy Bud George
12-2-75

81-125-1287

8219

ROUGH DRAFT for Baldwin Assignment ESH No. 137 45

September 22, 1975 OK OK abc

The Honorable Fred W. Heard
Oregon State Senator
State Capitol
Salem, OR 97310

P7&4

Dear Senator Heard:

The wage complaint by Mr. Clarence Westlund about which you inquired in your September 3 letter has not yet been resolved.

It appears that Concrete Products, Inc. should have been considered a subcontractor rather than a materialman (supplier). If that should prove to be the case, certified payrolls showing that the prevailing wage rates were paid will be required. I am sure you appreciate the fact that it is not always easy to discern when a fabricating firm crosses over that very hazy line that separates materialmen from subcontractors.

The prime contractor is presently being given the opportunity to prove his contention that Concrete Products was indeed a materialman. Partial payment for the contract work will continue to be retained until this matter is satisfactorily resolved.

Very truly yours,

WR:fr

RECEIVED
SEP 22 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 24 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

orig to Baldwin 9-25

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

AIRMAIL

September 8, 1975

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D. C. 20510

Dear Senator Hatfield:

We have not yet completed our investigation into the wage complaint by Mr. Clarence Westlund about which you inquired in your August 15 letter.

It appears that Concrete Products, Inc., should have been considered a subcontractor rather than a materialman. If that should prove to be the case, certified payrolls showing that the prevailing wage rates were paid will be required.

The contractor is presently being given the opportunity to prove his contention that the fabricating firm was a materialman. Partial payment for the contract work will be retained until this matter is satisfactorily resolved.

I received a letter also from Mr. Westlund on this subject, and I am enclosing a copy of our reply for your information.

Sincerely,

George M. Baldwin
Director of Transportation

Enclosure

WR:fr fn

bc F. B. Klaboe

RECEIVED
STATE HWY ENGR
SEP 9 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SENATOR FRED W. HEARD
MAJORITY LEADER
(503) 378-8700

OREGON STATE SENATE
STATE CAPITOL
SALEM 97310

September 3, 1975

Mr. George Baldwin
Oregon State Highway Dept.
Salem, Oregon 97310

Dear George:

It has been called to my attention that the Klamath Building Trades Council has asked the Oregon State Building and Construction Trades Council to take economic sanctions against Concrete Products Inc. and Flynn Sand and Gravel for not providing the prevailing wage rates and conditions in conjunction with the Oregon State Highway Construction projects on Highwat 97 some 15 miles north of Klamath Falls where precast concrete highway barriers are being used to contain falling rock. Is this highly questionable labor practice taking place and, if so, what is being done to rectify the situation?

I would appreciate hearing from you on the above matter.

Cordially,

Fred W Heard

Senator Fred W. Heard

FWH/slm

RECEIVED
STATE HWY ENGR
SEP 8 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
SEP 5 1975
OFFICE
DIRECTOR of TRANSPORTATION

8279

43

Salem

September 10, 1975

Memo

H. S. Coulter
Assistant State Highway Engineer

Modoc Point Section
The Dalles-California Highway

As an addendum to my memo dated July 21, 1975, a review of the areas outside our construction activities has been completed by Region 4. My analysis of that study indicates that there are no reasonable corrective measures that we should take to contain rocks that may roll down the hillside from locations outside our right-of-way.

1a

cc F. B. Klaboe
E. S. Hunter
J. H. Versteeg
C. T. Keasey
Jack Sollis
Carl Williams

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

August 21, 1975

FILE: MAI 12-11
#4 18-12

FROM: Carl M. Williams
Regional Engineer

SUBJECT: Modoc Point Section
The Dalles-California Hwy
Klamath County

TO: H. S. Coulter
Asst. State Highway Engineer

RE: Your letter of July 21, 1975

The Region Geologist and the District Engineer made an extensive survey of the problem. An attachment (exhibit A) shows the results of that survey.

There are numerous boulders and groups of boulders that could move. If we went to each of these and rolled it downhill and loaded it, or loaded it on the spot, we would create more loose rock and more potential for danger.

As I have indicated before, the ultimate solution would be to build the road out in the lake 200 or 300 feet from shore. A recon survey was made by J. F. Putnam, transitman, years ago. I approximate that this would cost $4-6 million dollars.

An alternate method of containment would be to build elephant ditches on the side slopes similar to those built by the Army Engineers above I-80N around the John Day pool. These ditches would be constructed as shown in Exhibit "D". We feel it could be done on existing R/W above the existing road. It would require nothing but a grading contract.

The ditches would have to be made accessible to equipment for cleaning and maintenance. Hopefully, the excavation would create enough material to make the dike.

A rough preliminary estimate for this work is $2,000,000.

So I give you two alternatives to the problem:

(1) Build in the lake.
(2) Build elephant ditches.

I prefer number one, but can see that financing would be difficult. As for ecological opposition to no. 1, I believe it could be overcome with an emphasis on saving of human lives.

CMW:mr

enclosures

cc: R. J. VanCleave

RECEIVED
AUG 22 1975
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

August 21, 1975

FILE: MAI 12-11

FROM: R. J. VanCleave
Regional Geologist

TO: Carl M. Williams
Regional Engineer

SUBJECT: Modoc Point Section
The Dalles-California Highway
Klamath County

RCE RE RCE FAE RUE RECEIVED ENV RUE AUG 21 1975 RDE RSO REGION 4 RBE ASSIGNED

As requested, troublesome rock fall from the high vertical bluffs and slopes outside our right-of-way between Unit D and Unit A (Barkley Springs), was reviewed in the field on August 19. John Gunter, Tod Haanes, and R. J. VanCleave made this inspection. A preliminary map, prepared by Tod Haanes from previous field work, covered all of the problem areas.

The methods discussed to contain the loose rock are:

1. Scale the slope and bluff by blasting, cat work, and logging, high lead method.
2. Build fence or iron barriers at different elevations on slope below obvious loose rock.
3. Raise the existing highway grade some 20' and construct dirt berm.
4. Construct bin wall by railroad so highway could be moved laterally and construct dirt berm.
5. Construct trench and dirt berm on existing slope above roadway.

Number 5 was selected as the most logical. It was also determined that to stop the rockfall, any correction must be at, or near, the highway level. Three typical cross sections were taken of the area, and from these the following rough cost estimate was made on Number 5.

Mobilization	40,000.00
Temporary Protection & Direction of Traffic	20,000.00
Exc. Yds. 756,536 @ 2.18 yd.	1649,248.40
Emb. Yds. 503,148 (Emb in place, excess is contractor's material)	
Seeding & Mulch. 45.1 acres @ 480.95/ac	21,690.85
8" Drain Pipe, 14,520 ft. @ 4.47/ft.	64,904.40
Flagging	10,000.00
	1805,843.65
Engineering & Contingencies	180,584.37
TOTAL:	1,986,428.02

Attached are pictures, map, cross sections, and road log.

RJV:pw
Enclosures
cc: J.L. Gunter

Map Indicating Possible Danger Areas Along Modoc Point Steep Slopes

Green indicates reasonable certainty that this area is free from falling rock, loose talus slopes, etc.

Yellow indicates potentially dangerous area. Falling rock, loose talus slopes, etc., may give way anytime.

Red dots indicate rugged boulders (2.0'–10.0' in diameter) and loose outcrops of rock that may roll down hill anytime.

Fault, dashed where approximate. Ball is on down thrown side.

Approximate Scale 1" = .5 mile

Contour Interval 40'

Exhibit "A"

Exhibit "B"

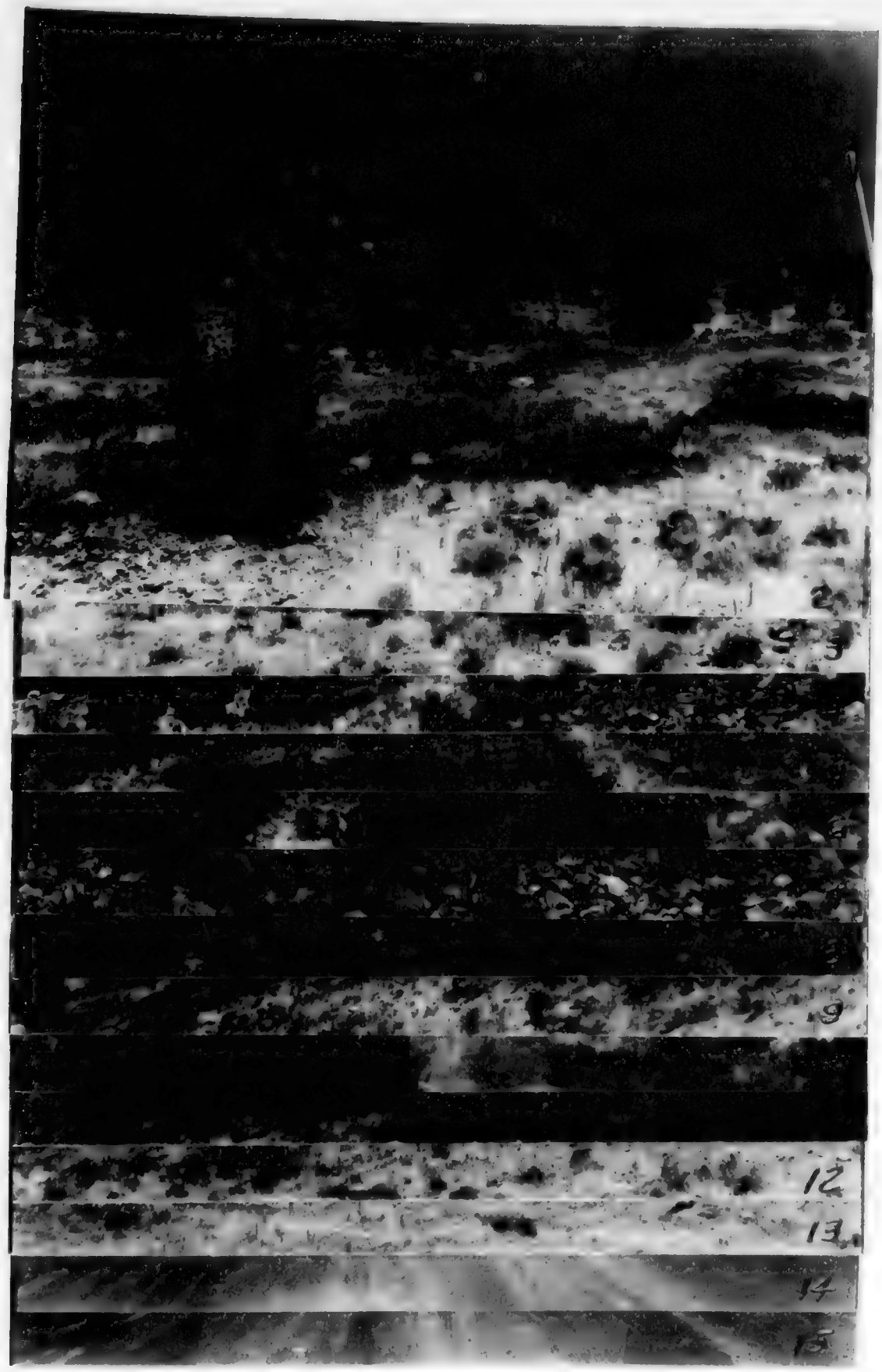


Exhibit "B"

Exhibit "B"

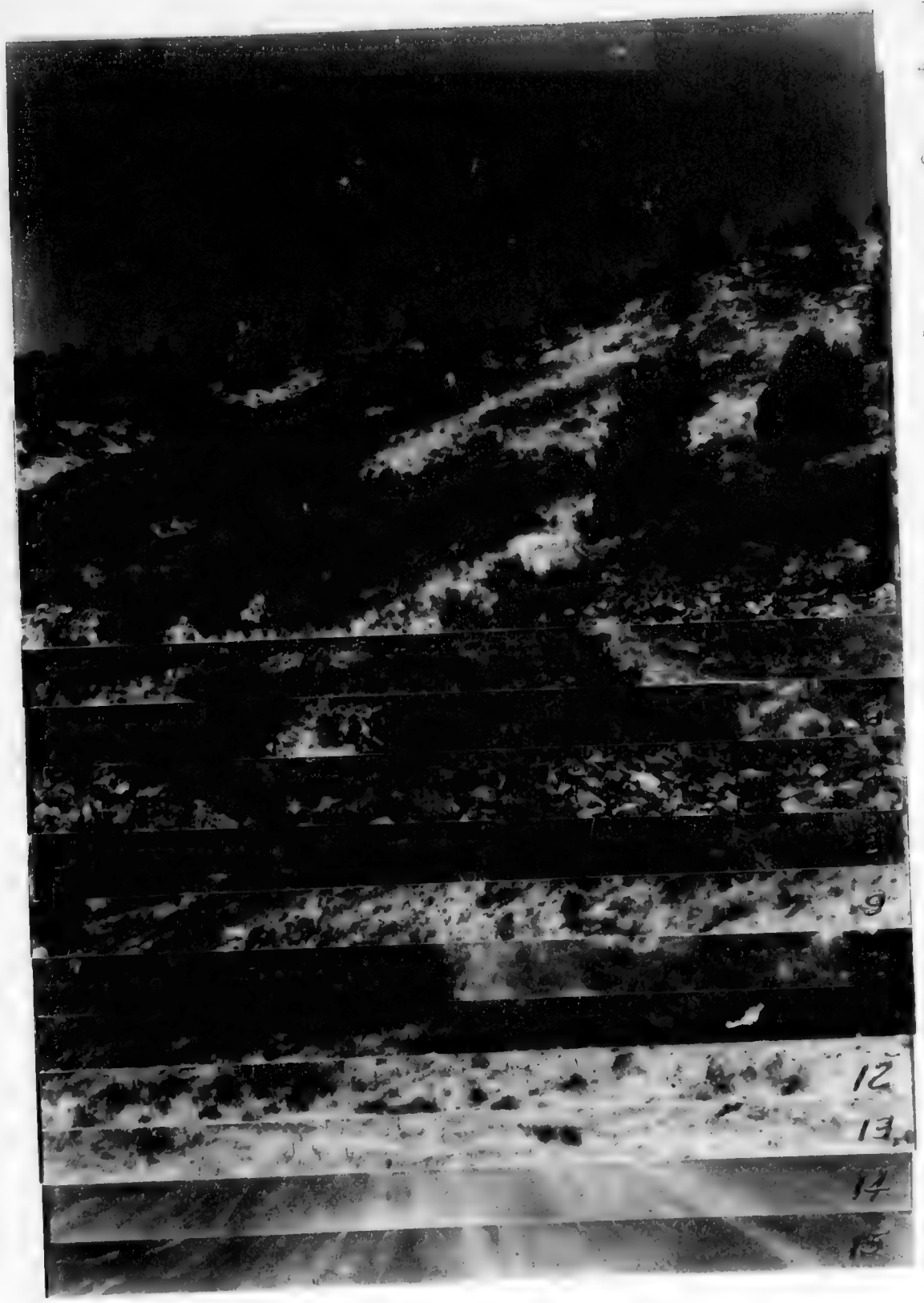


Exhibit "B"

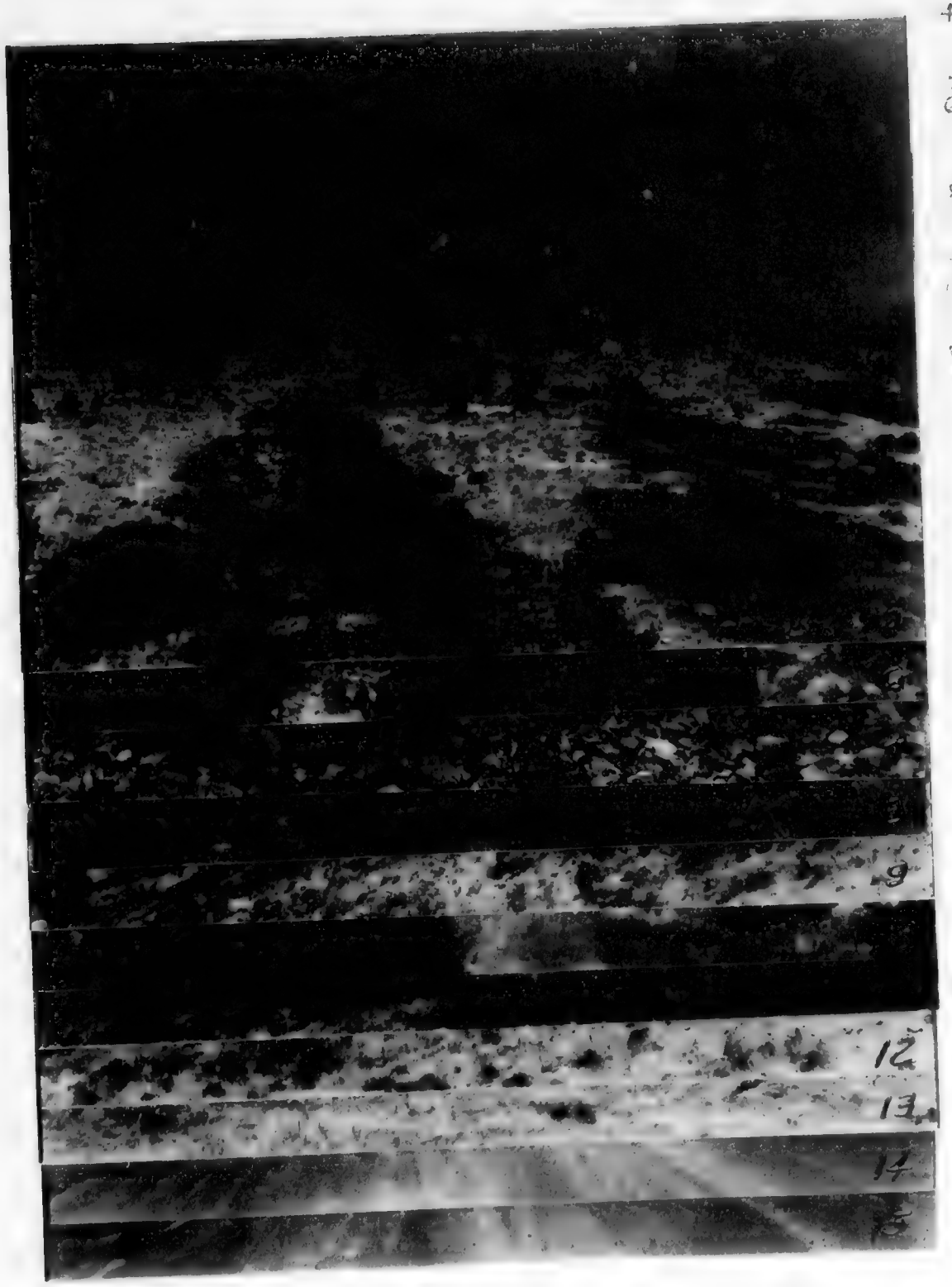


Exhibit "B"

H

9.5

a 11

1 259.2 [illegible]

2 [illegible] Outcrop of high [illegible]

3 [illegible] [illegible] with vegetation

4 [illegible] Large 10' boulder with talus slide

5 [illegible] Steep [illegible] Summit of little vegetation on [illegible]

8 [illegible] Large boulder at top of [illegible]

7 [illegible] [illegible] Large Boulders.

12 [illegible] [illegible] vegetation.

14 [illegible]

1 [illegible]

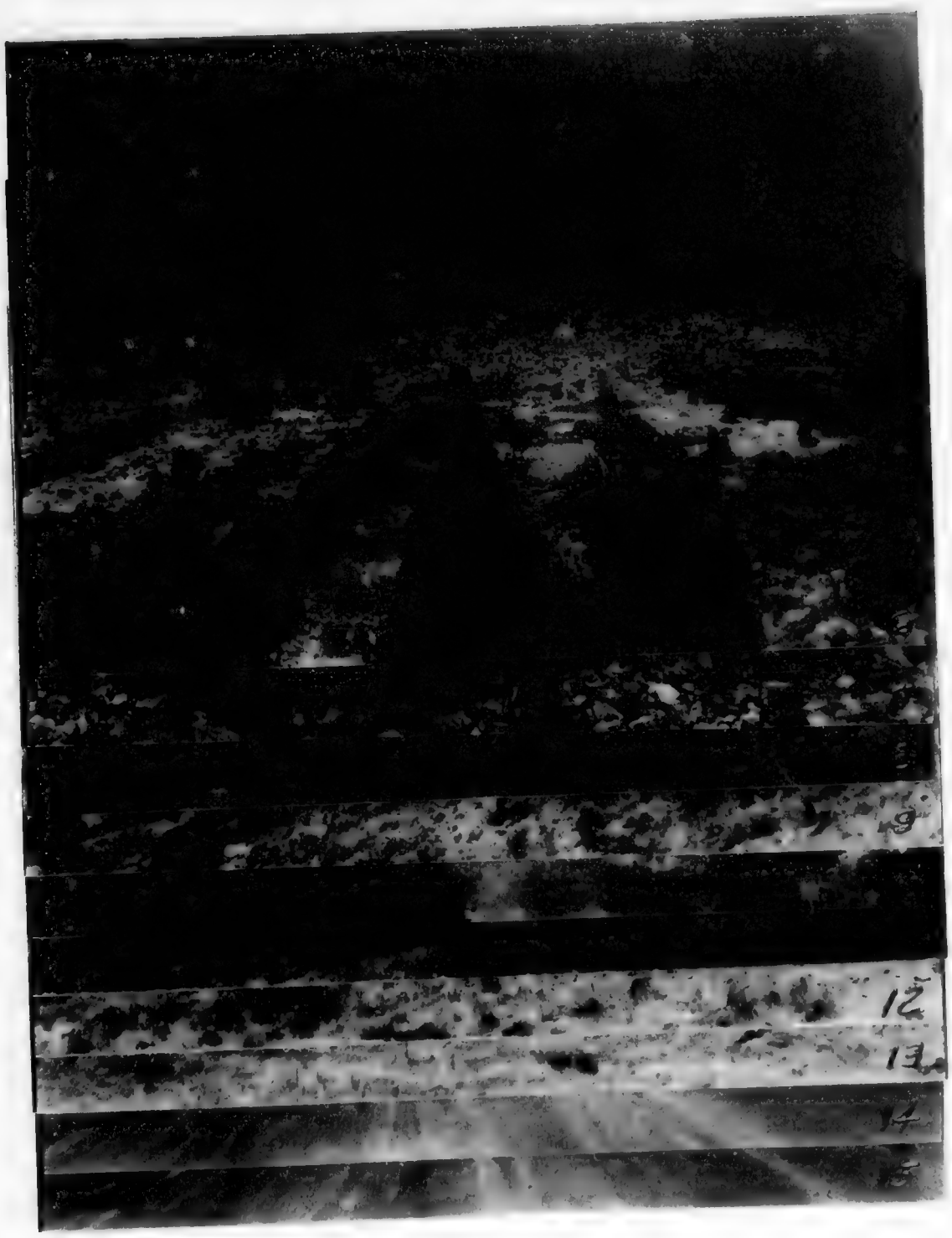


Exhibit "B"

HF

75

a 11

1	255.2	Level	bottom and outcrop
2	255.4	Outcrop	of high outcrop
3	[illegible]	[illegible]	boulders, [illegible] with vegetation
4	255.7	Level	10' boulder with talus slide
5	260.0	260.4	Steep to steep, small bit of little vegetation on slope.
6	260.5	Level	boulder at top of outcrop.
7	[illegible]	[illegible]	[illegible] outcrops with [illegible] boulders.
12			
13	[illegible]	[illegible]	[illegible] with [illegible] and little vegetation.
14	[illegible]	[illegible]	[illegible]
15	261.00	[illegible]	[illegible]

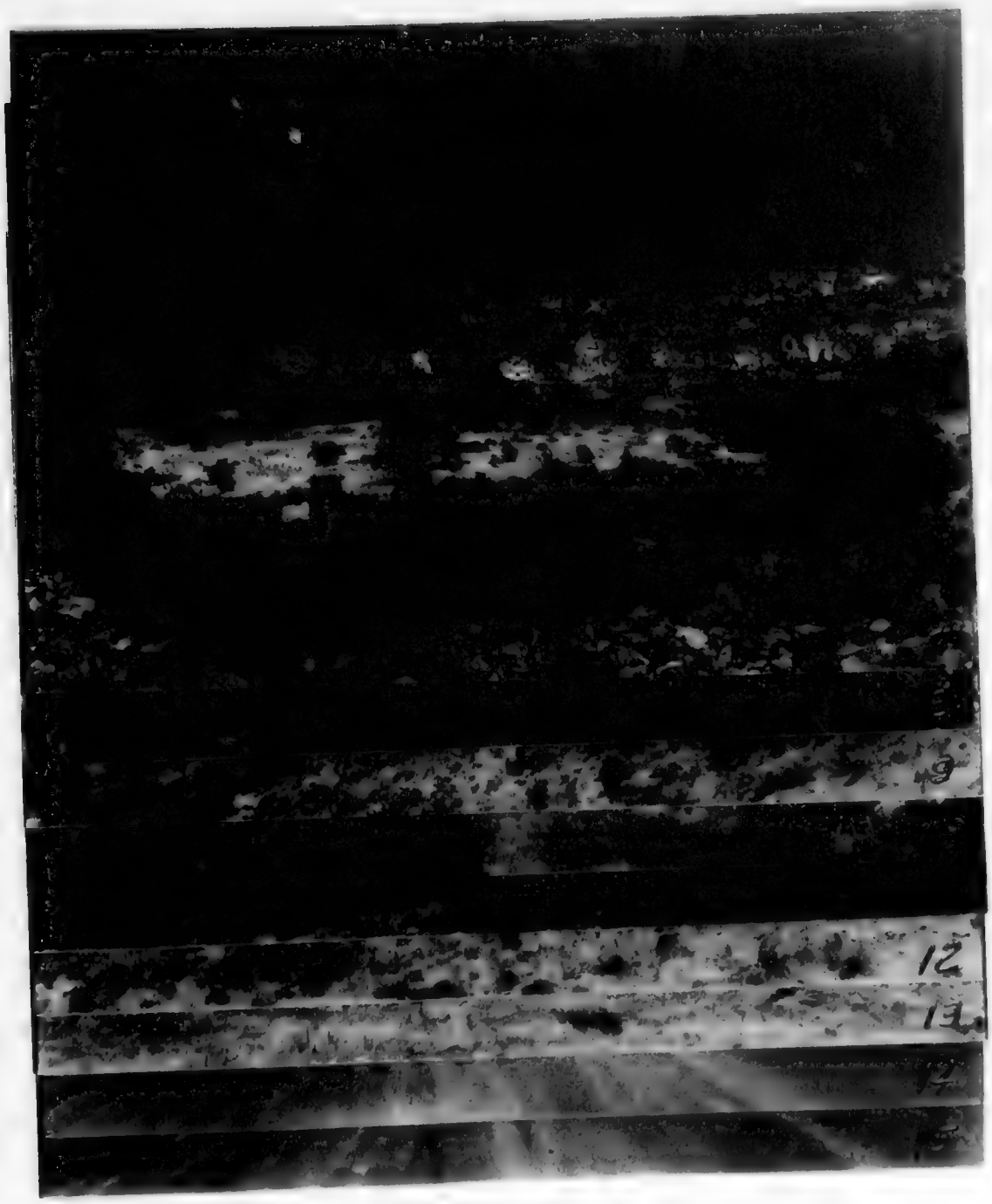


Exhibit "B"

1	259.2	Lower	[illegible] and outcrops
2	259.4	Outcrop	w/ high outslope.
3	[illegible]	[illegible]	[illegible] with vegetation
4	259.[illegible]	Lower talus	10' boulder with slide
5 6 7	260.0	260.4	Steep ave. scarp summit w/ little vegetation on slopes.
8	260.[illegible]	Lower	boulder at top of scarp.
9 10 11	261.[illegible] - 261.[illegible]		Lower outcrops with large boulders.
12 13	261.[illegible] - 262.[illegible]		Lower outcrops with [illegible] and little vegetation.
14	[illegible]	[illegible]	[illegible] of 262 ± '.
15	262.[illegible]	bottom	[illegible]

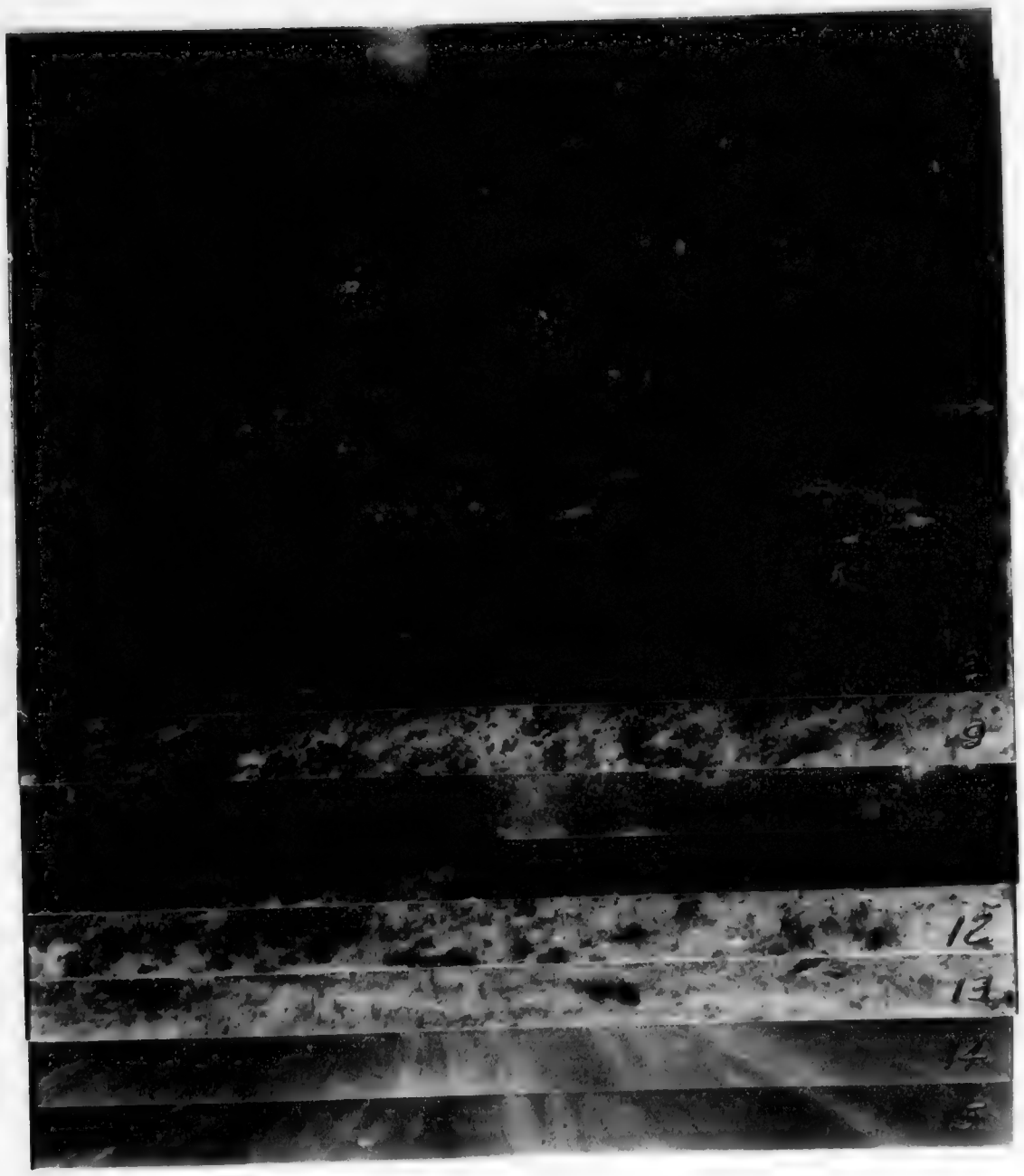


Exhibit "B"

15
"11

1	259.2	Loose boulder and outcrop.
2	255.4	Outcrop w/ high cutslope.
3	2[illegible]	Loose boulders in drainage with vegetation.
4	259.9	Loose 10' boulder with talus slide
5		
6	260.0 - 260.4	Steep on steep summit w/ little vegetation on slopes.
7		
8	260.95	Loose boulder at top of scarp.
9	261.25 - 261.6[illegible]	Loose outcrops with [illegible] boulders.
10		
11		
12		
13	262.9[illegible] - 263.25	Loose outcrops with [illegible] cutslope and little vegetation.
14	[illegible]	[illegible] with 2' dip to "C".
15	260.01	Looking South

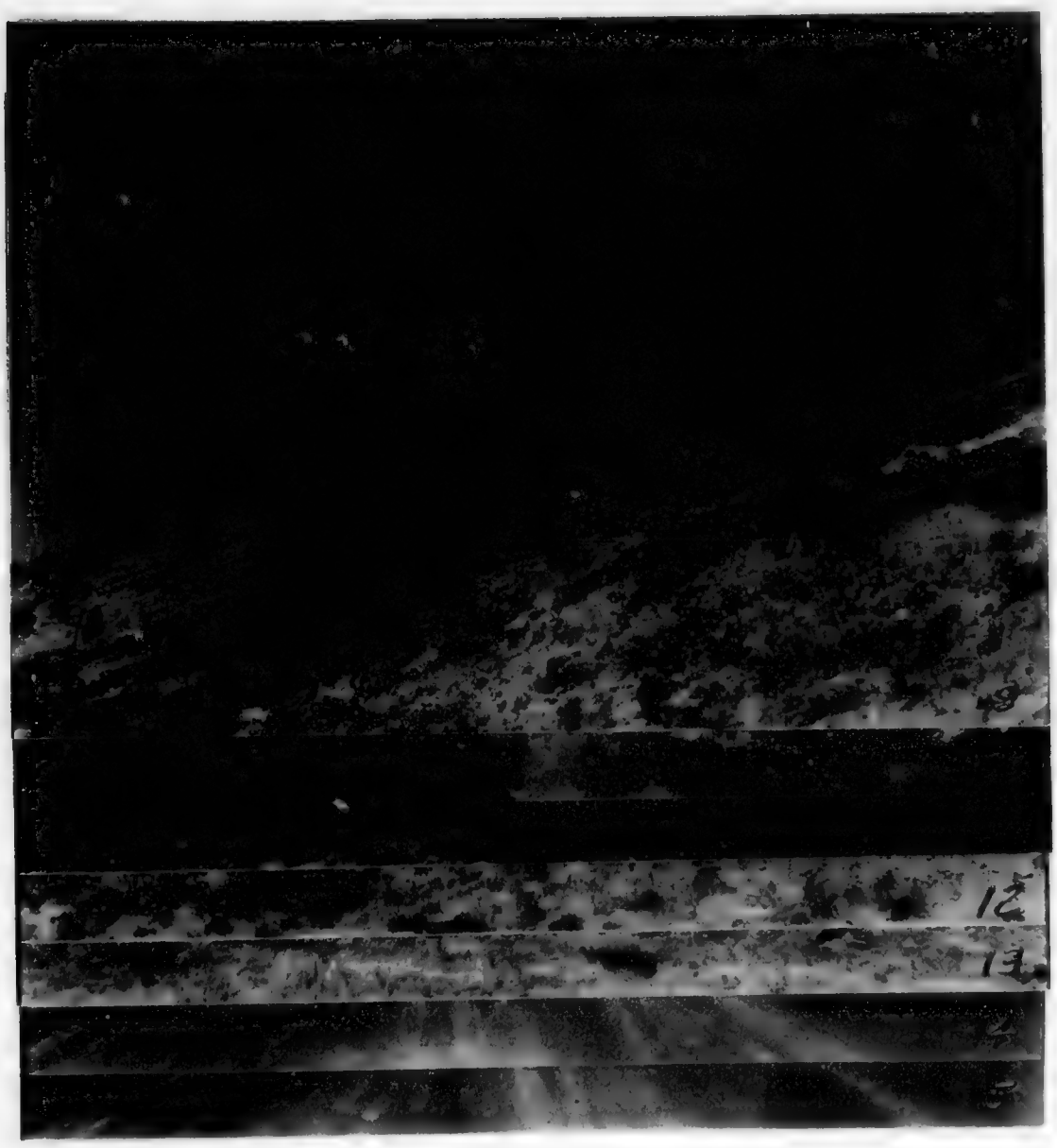


Exhibit "B"

15

#11

1	259.2	Loose boulder and outcrop.
2	259.4	Outcrop w/ high cutslope.
3	259.5	Loose boulders in drainage with vegetation.
4	259.9	Loose 10' boulder with talus slide
5		
6	260.0 - 260.4	Steep en scarp summit w/ little vegetation on slopes.
7		
8	260.45	Loose boulder at top of scarp.
9	261.35 - 261.6	Loose outcrops with large boulders.
10		
11		
12		
13	261.90 - 262.15	Loose outcrops with high cutslope and little vegetation.
14	260.[illegible]	Looking north at unit "C".
15	260.00	Looking south

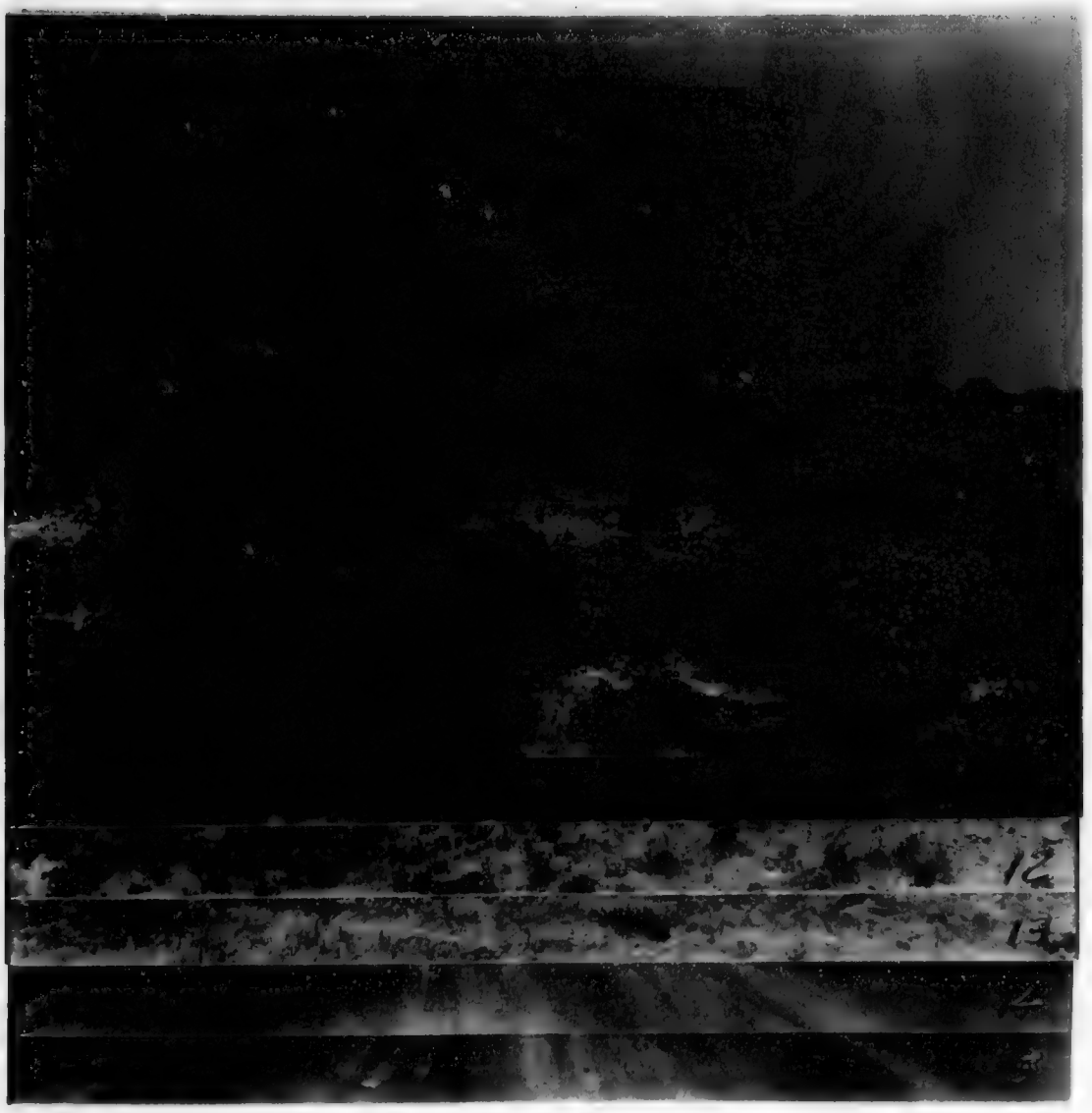


Exhibit "B"

15
#11

1	254.2		Loose boulder and outcrop.
2	255.4		Outcrop w/ high cutslope.
3	255		Loose boulders in drainage with vegetation.
4	254.9		Loose 10' boulder with talus slide
5			
6	260.0	260.4	Steep on scarp summit w/ little vegetation on slopes.
7			
8	260.45		Loose boulder at top of scarp.
9	261.25 - 261.60		Loose outcrops with large boulders.
10			
11			
12			
13	261.75 - 262.15		Loose outcrops with high cutslope and little vegetation.
14	[illegible]		Location mark at Unit "C".
15	260.00		Existing Depth

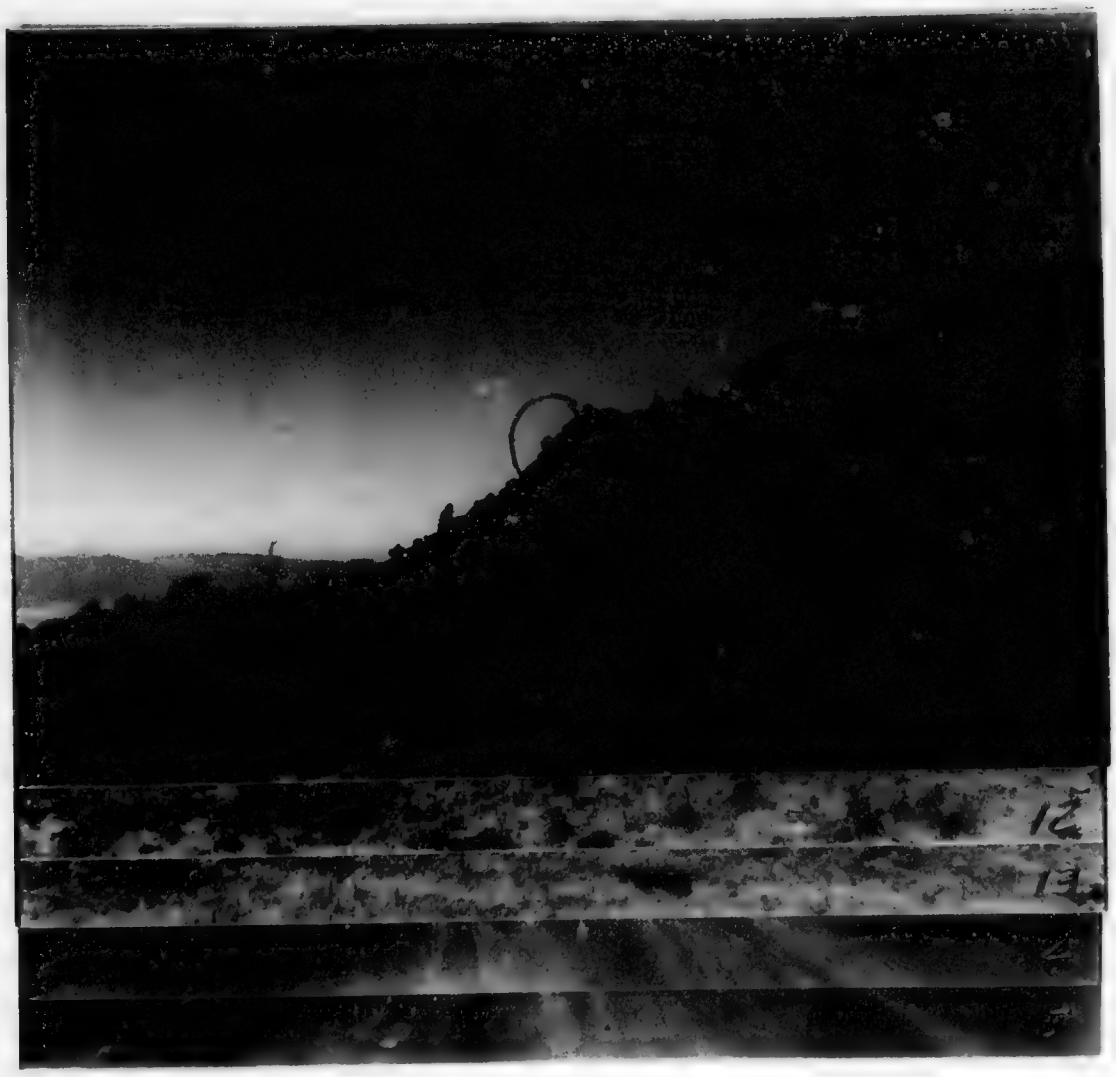


Exhibit "B"

15

#11

1	259.2	Loose boulder and outcrop.
2	259.4	Outcrop w/ high cutslope.
3	259.5	Loose boulders in drainage with vegetation.
4	259.9	Loose talus 10' boulder with slide
5		
6	260.0 - 260.4	Steep en scarp summit w/ little vegetation on slopes.
7		
8	260.45	Loose boulder at top of scarp.
9	261.25 - 261.60	Loose outcrops with large boulders.
10		
11		
12		
13	261.90 - 262.15	Loose outcrops with high cutslope and little vegetation.
14	262.00	Looking north at Unit "C"
15	262.00	Looking south

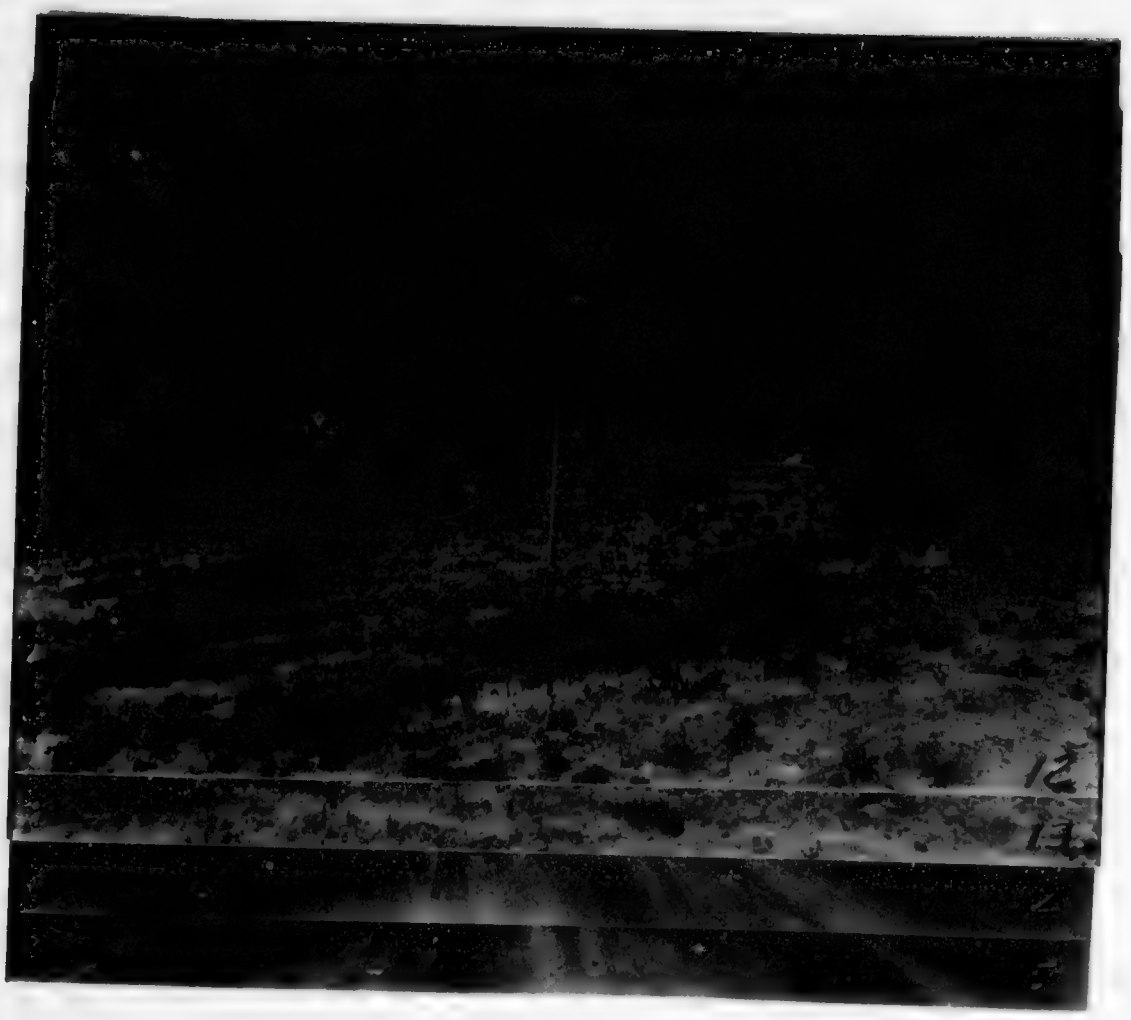


Exhibit "B"

15
#11

1	259.2	Loose boulder and outcrop.
2	259.4	Outcrop w/ high cutslope.
3	259.5	Loose boulders in drainage with vegetation.
4	259.9	Loose 10" boulder with talus slide
5		
6	260.0 - 260.4	Steep on scarp summit w/ little vegetation on slopes.
7		
8	260.45	Loose boulder at top of scarp.
9	261.25 - 261.60	Loose outcrops with large boulders.
10		
11		
12		
13	261.90 - 262.15	Loose outcrops with high cutslope and little vegetation.
14	260.0	Looking north at Unit "C".
15	260.00	Looking South

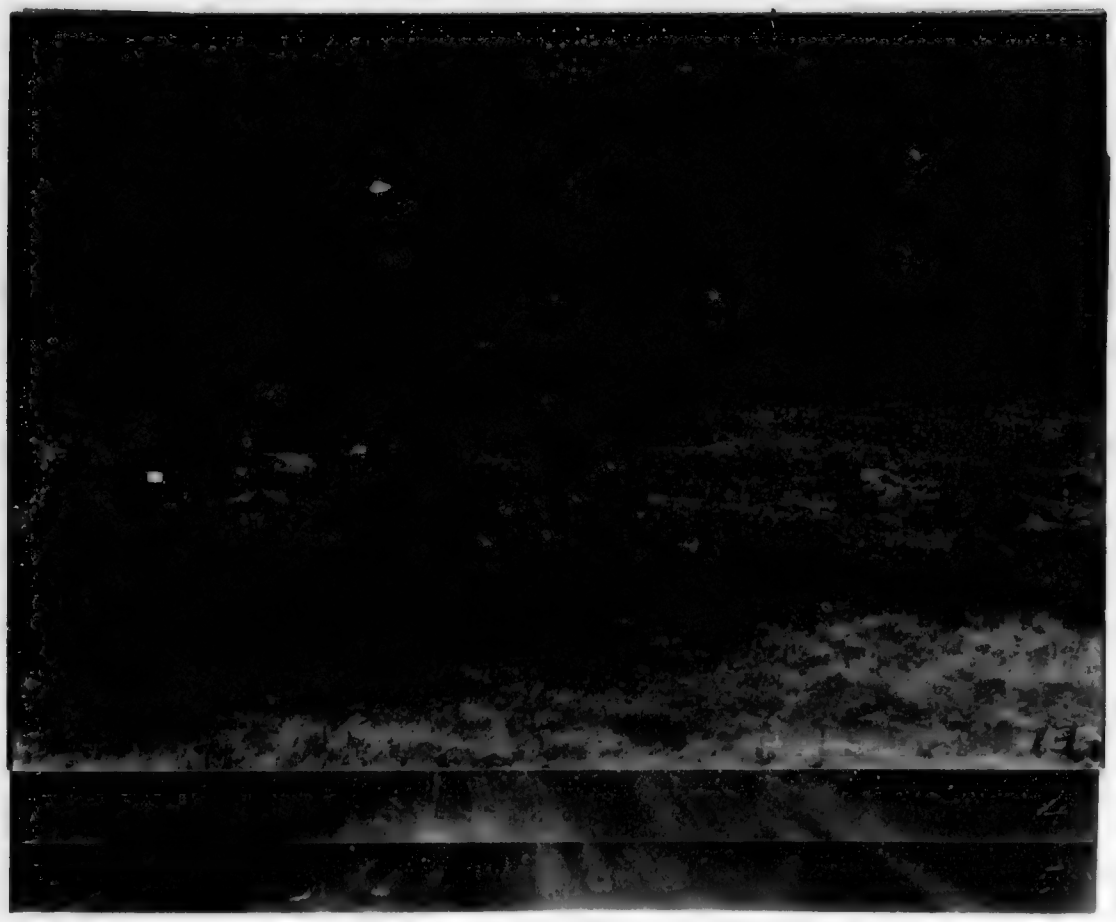


Exhibit "B"

15

#11

1	259.2	Loose boulder and outcrop.
2	259.4	Outcrop w/ high cutslope.
3	259.5	Loose boulders in drainage with vegetation.
4	259.9	Loose 10' boulder with talus slide
5		
6	260.0 - 260.4	Steep en scarp summit w/ little vegetation on slopes.
7		
8	260.45	Loose boulder at top of scarp.
9	261.25 - 261.6[illegible]	Loose outcrops with large boulders.
10		
11		
12		
13	261.90 - 262.15	Loose outcrops with high cutslope and little vegetation.
14	260.[illegible]	Looking north at Unit "C"
15	260.00	Looking south

Exhibit "B"

#11

1	259.2	Loose boulder and outcrop.
2	258.4	Outcrop w/ high cutslope.
3	259.5	Loose boulders in drainage with vegetation.
4	259.9	Loose 10' boulder with talus slide
5		
6	260.0 - 260.4	Steep en scarp summit w/ little vegetation on slopes.
7		
8	260.95	Loose boulder at top of scarp.
9	261.25 - 261.60	Loose outcrops with large boulders.
10		
11		
12		
13	261.90 - 262.15	Loose outcrops with high cutslope and little vegetation.
14	260.[illegible]	Looking north at Unit "C".
15	260.00	Looking South

Exhibit "B"

1	259.2	Loose boulder and outcrop.
2	259.4	Outcrop w/ high cutslope.
3	259.5	Loose boulders in diminage with vegetation.
4	259.9	Loose 10' boulder with talus slide
5		
6	260.0 - 260.4	Steep on scarp summit w/ little vegetation on slopes.
7		
8	260.45	Loose boulder at top of scarp.
9	261.25 - 261.60	Loose outcrops with large boulders.
10		
11		
12		
13	261.90 - 262.15	Loose outcrops with high cutslope and little vegetation.
14	260.00	Looking north at Unit "C".
15	260.00	Looking south

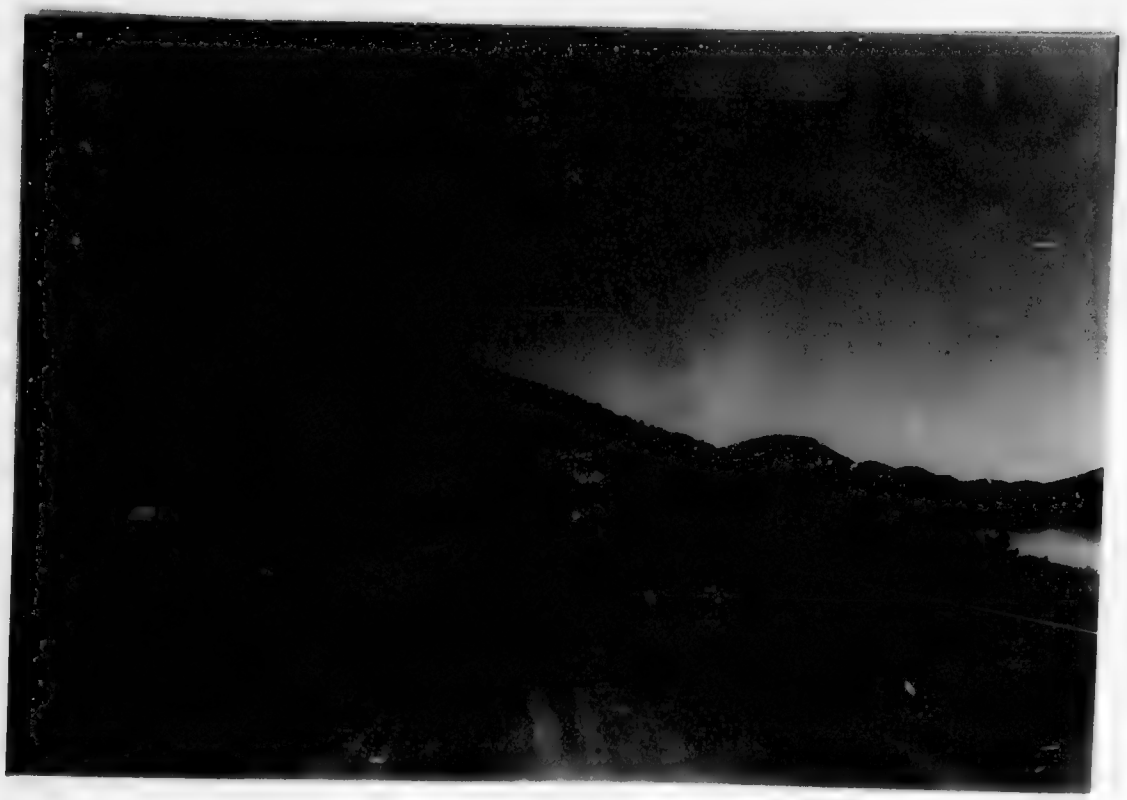


Exhibit "B"

ROAD LOG IN VICINITY OF MODOC POINT ALONG STEEP SLOPES

257.85 - 259.10	Safe area. There are outcrops at top of hill but they appear to be stable. The hill tends to flatten out near the highway and has much vegetation on the slopes in some places.
259.10 - 259.60	Could be dangerous. At MP 259.2 is a 5 ft boulder located half way up the hill and up the hill from this is a loose outcrop. At 259.4 is another outcrop with loose boulders. This is particularly dangerous because a high cut slope exists in the highway and there is little vegetation to stop rolling rock. 259.5 has a few 3 foot boulders in a drainage. Although there exists adequate plantlife in the draw, they may roll to the highway.
259.60 - 259.85	All rock appears to be well anchored. In the road cut are concrete barriers to stop any rock from rolling on the highway.
259.85 - 260.45	At 259.9 is a 10 foot subangular boulder. 260± (1st rest stop) is a massive talus slope with boulders up to six feet. If the base is bad there could be a slide. Southeast of this talus slope is a safe strip 200 feet wide where abundant vegetation grows. There are also 3 outcrops that could loosen up and roll to the bottom. 260.15 (2nd rest stop) is a 6 foot boulder. At 260.25 (3rd. rest stop) are three 4 foot boulders and one 6 foot boulder in a drainage. At 260.40, 2/3 way us is a rock outcrop that contains some loose boulders which may roll down over a high cut in the highway.
260.45 - 260.90	Reasonably safe area.
260.90 - 261.05	At 260.95 is an 8 foot boulder at the top of the scarp. 1/4 way up is also a loose outcrop.
261.05 - 261.25	Reasonably safe area.
261.25 - 261.60	On top of the scarp in this interval are 4 very loose outcrops with 3 foot - 9 foot boulders.
261.60 - 261.90	Reasonably safe area.
261.90 - 262.90	Several loose boulders and outcrops with a steep road cut and little vegetation.
262.90 - 263.10	Should be safe from falling on The Dalles-California Highway, but could be dangerous to the Secondary road.

Exhibit "C"

Modoc

Scale

Typical

0' R/W

½:1

Cut = 15.4 yds²

12'

Fill = 114.4 yds²

1:1

1:1

1'

200' R/W

½:1

Cut = 92.9 yds²

12'

1:1

Fill = 119.6 yds²

1:1

1'

Typical Cr

200' R/W

½:1

Cut = 92.9 yds²

12'

1:1

Fill = 119.6 yds²

1:1

Typica

200' R/W

½:1

Cut = 256.9 yds²

12'

1:1

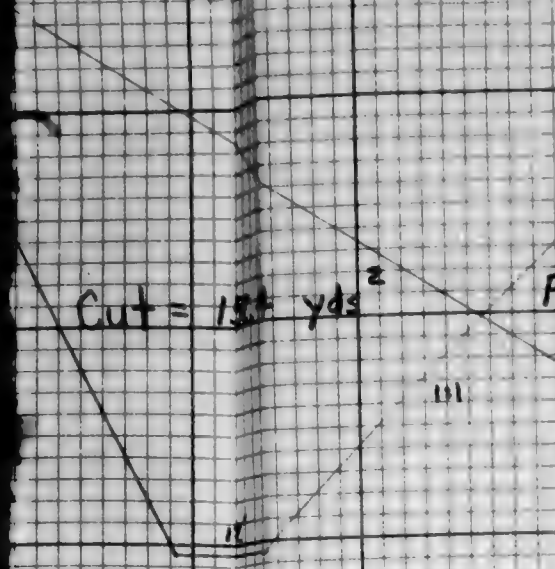
Fill = 74.4 yds²

1:1

Ty

Modoc Point

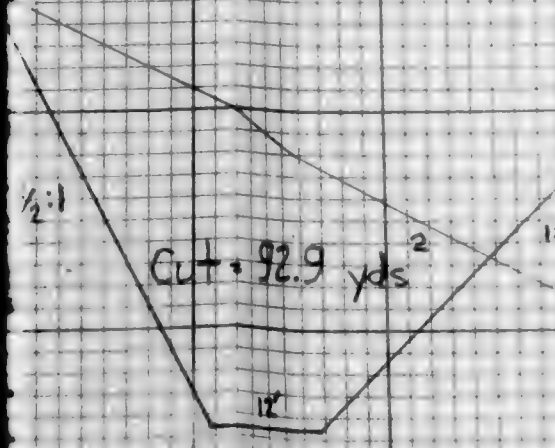
Scale Hori: 1
Ver.: 1



Cut = 15± yds²

Fill = 114.4 yds²

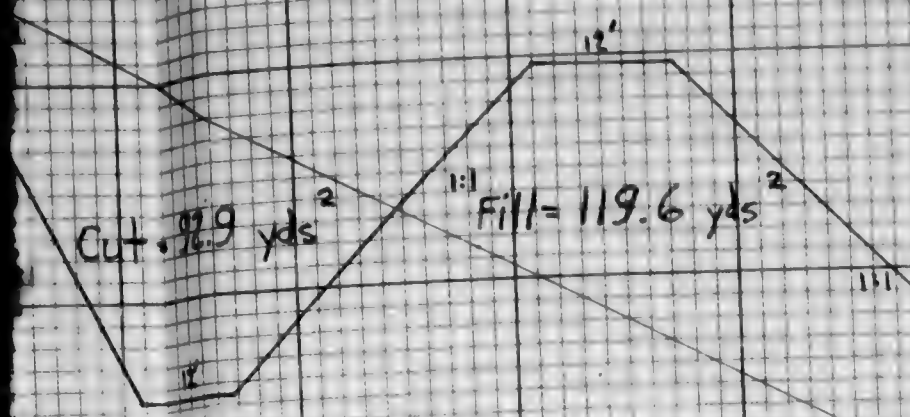
Typical Cross Sec
Survey
Estima



Cut = 92.9 yds²

Fill = 119.6 yds²

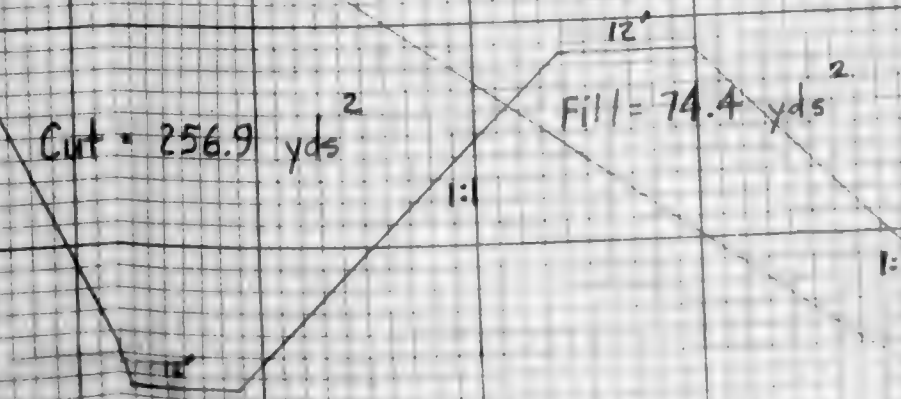
Typical Cross Sect
Survey
Estima



Typical Cross Sect

Survey

Estima



Typical Cross Se

Surve

Estim

and South

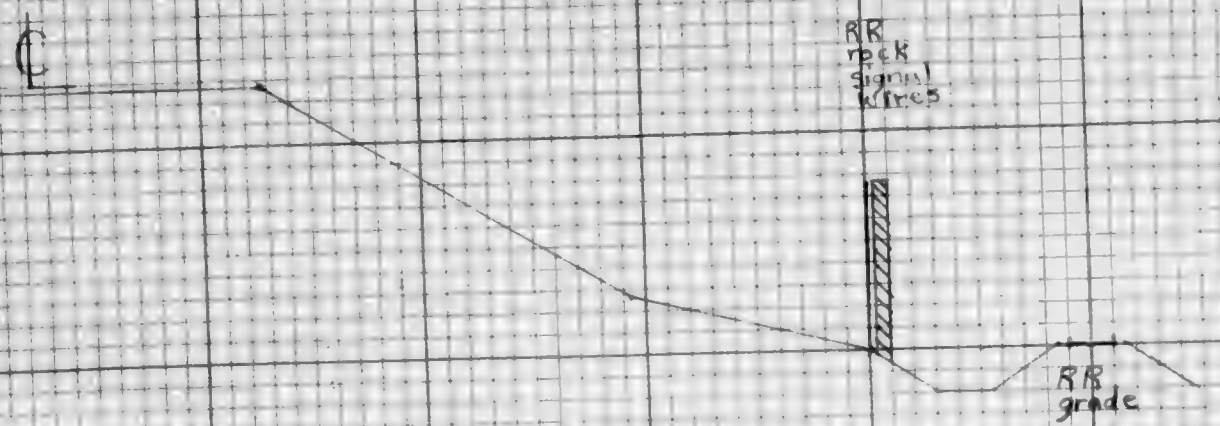
" = 20'

ction from M.P. 259.0 to M.P. 259.45

yed at M.P. 259.15

ted yardages in this area : Cut 120,700

Fill 90,604



ion from M.P. 260.1 to M.P. 261.5

ed at M.P. 260.8

ted yardages in this area : Cut 228,906

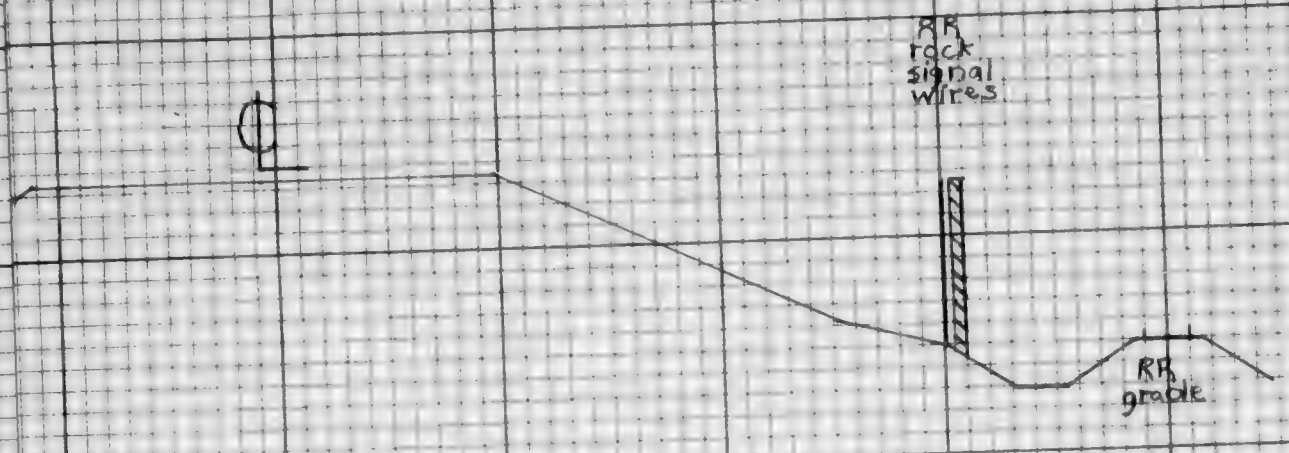
Fill 29[illegible]

ion from M.P. 260.1 to M.P. 261.5

ed at M.P. 260.8

ted yardages in this area: Cut 228,906

Fill 294,694

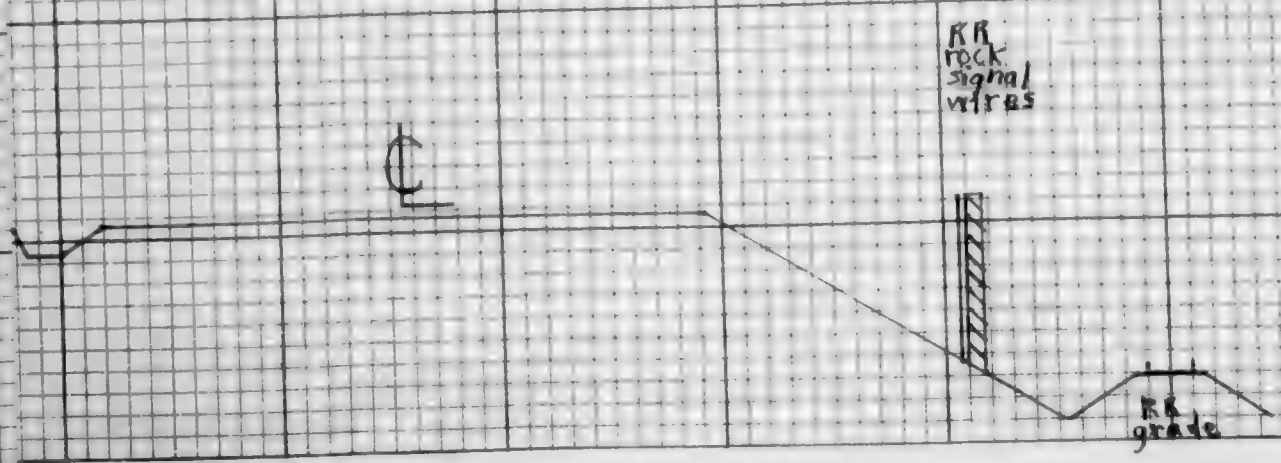


ction from M.P. 261.5 to M.P. 262.4

yed at M.P. 261.75

ated yardages in this area: Cut 406,930

Fill 117,350



"PERFECT" CROSS SECTION

8279

45

August 29, 1975

Klamath Paving Co.
PO Box 1180
Klamath Falls, OR 97601

Gentlemen:

This is in reply to your letter of August 27, 1975, concerning Contract No. 8279, Modoc Point (Units C & D) Section of The Dalles-California Highway in Klamath County.

As requested future payments will be made payable to you but mailed in care of the First National Bank of Oregon, Klamath Falls Branch, P.O. Box 608, Klamath Falls, Oregon 97601.

Very truly yours,

C. W. Read
COMMISSION SERVICES

CWR:rw

bc: Dick Hacek

KLAMATH PAVING COMPANY
P.O. BOX 1180 • KLAMATH FALLS, OREGON • 97601 • PHONE: (503) 882-6681

AUGUST 27, 1975

STATE OF OREGON
DEPARTMENT OF TRANSPORATION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

ATTENTION: C. W. Head
Commission Services

RE: Contract #8279

Gentlemen;

With regards to earned progress payments on the above referenced contract for construction on Modoc Point section of The Dalles-California Highway we request that you forward remittance to the following address:

KLAMATH PAVING CO.
% FIRST NATIONAL BANK OF OREGON
KLAMATH FALLS BRANCH
P. O. BOX 608
KLAMATH FALLS, OREGON 97601

Thank you for your co-operation in this matter.

Very truly yours,
KLAMATH PAVING CO.

Bernard L. Hayes
President

BLH:bv

RECEIVED
AUG 28 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7-75

RECEIVED
STATE HWY ENG
JUL 3'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The Modoc Point rockfall problem area.

From John Gunter

Immediate Action For Rock Hazards

Tues 7-1-75 Herald & News

By JOHN ELLIOTT
H & N Staff Writer

The Oregon Transportation Commission has approved immediate emergency correction of rock fall hazard areas near Modoc Point, north of Klamath Falls.

It was learned today that the commission concurred, during a regular monthly meeting in Salem on Monday, in a decision by the State Highway Division to take immediate action.

E. S. Hunter, Salem, assistant state highway engineer, said today the division is "hoping we can complete a job this year."

It's likely, he said, final design of a project intended to keep rocks from falling onto Highway 97 will come from among four alternatives submitted by division field personnel:

—Construction of a barrier fence to extend approximately 6 feet above the concrete barrier;

—Installation of a mesh rock screen on two rock slopes;

—Placement of a sand blanket in the fallout area to absorb the energy of falling rock;

—Move the roadway to increase the width of the fallout area.

While not limiting corrective action to those four — since the next "brainstorm" might turn out to be the best option available — Hunter said design work will probably "make use of the four alternatives."

June 14 Death

The rapid action at the state level followed the June 14 death of a 11-year-old Wapato, Wash., boy. He was killed while riding in the back end of a family camper unit. A rock fell from the adjacent hillside, tore through the side of the camper, struck him in the head and plunged through the rear door.

Petitions requesting immediate action were put in circulation locally, while state officials expressed concern and pledged emergency repair fund authorization would be sought.

Monday's action was described by Hunter as "kind of a blanket request for authority," since the division didn't want to wait until the July 31 session for final construction designs to be drawn.

He said the Road Design Section of the division is working on the project at Salem now, and it is hoped final design will be completed within two or three weeks.

The project will immediately go to contract stages and work should "begin before summer ends," Hunter said.

He stressed construction time is highly uncertain at this point, since it's not known what work will be involved, but he anticipates it "should be a short duration" contract which most likely can be completed this year.

He described as highly tentative a cost estimate of $300,000 for the work, again noting the difficulty in attaching a price tag prior to final design.

The Oregon Department of Transportation, parent agency of the State Highway Division, notes the hazard exists between Modoc Point and Shady Pine Road on the Dalles - California Highway (U. S. 97).

Four Areas

Four rockfall areas have caused problems, including the one at which the recent fatality occurred.

It was noted work aimed at correction within two units was completed during November, 1974, covering six-tenths of a mile and including 20-to 30-foot fallout areas, slope benches and concrete shoulder barriers. The other two units were contracted in May, 1975, with completion scheduled for spring, 1976.

Fred B. Klaboe, division administrator, observed that at two critical locations "the fallout areas and concrete barrier have not prevented two rocks from reaching the roadway."

Hunter amplified today, stating the emergency measures to be undertaken now will be wherever needed without regard to the four unit designations.

Hunter said design work will have to be within limits of the area under discussion, noting the hillside, highway, railroad tracks and Upper Klamath Lake are all adjacent to one another. The proximity of the four prevents major redesign or new placement for the highway itself, he said.

Veterinarian Jim Farrish, one of the two local people who put petitions demanding action into circulation after the Washington boy's death, said late this morning he's "pleased that they are taking immediate action."

He said he and others involved in the petition drive are "right at 5,000 signatures" now, and he feels "many more" can be obtained "if needed."

"We probably won't go ahead with the petitions," addressed to Gov. Bob Straub, "if they are going to take immediate action."

Farrish said, "I take their statements at face value" that "meaningful corrections" will be made, and if the highway division corrects the situation "so no one else is killed" by falling rocks "I feel that our job is completed."

Signatures already obtained will be retained and filed "if it looks like they're dragging their feet" on the project, Farrish said. He added that if corrective measures are not accomplished now, "their credibility" will be destroyed.

8279

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 31, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project HHS-26(10)
Modoc Point Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Terpin's July 25 letter we concur that it is in the public interest to utilize State-owned material in the construction of the subject project.

G. L. Green

cc:
OSHD (Terpin)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENG.
AUG 4 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-5-75
cc: Coulter

mai 12-11
The Dalles-
Calif.

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 25, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Attention: Glenn Hossner

Gentlemen:

Re: Modoc Point (Units C & D) Section
The Dalles-California Highway
Klamath County

The construction of the "Rock Fallout Barrier" for the subject section will require approximately 13,400 lineal feet of standard guardrail elements and 6,090 lineal feet of railroad rail.

The State Highway Division has state-owned guardrail members and railroad rails. We propose to furnish these rail members and railroad rails and specify that such material will be made available to the contractor at the Klamath Falls Maintenance Station.

We believe it is in the public interest to furnish this material. By doing so a scarce commodity will not be wasted.

This federal-aid project will be initially charged in the amount of money equal to the following:

1. Material value of the guardrail elements

   1,100 (12.5' rail elements) @ $4.00 per each = $4,400.00

2. Material value of railroad rail

   220 (30' Lengths) @ $15.00 per length = $3,300.00

   *Total $7,700.00

* Includes cost of transportation from Salem to Klamath Falls Maintenance Station.

Form 81-734-3122

Actual charges to the project will be adjusted when the actual amount of material used is determined.

We solicit your concurrence that it is in the public interest to use this state-owned material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Frank E. Terpin
Final Design Engineer

WHS:jh
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
Carl Williams
C. G. Swenson
W. E. Cole

RECEIVED
STATE HWY ENGR
JUL 25 '75
REFER TO
FOR
Info Inves R/W D.S. Spec. Act File

8274

7-23-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-26(10)

STATE PROJECT NO.
Modoc Point (Units "C"&"D")

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
HHS-37

COUNTY NAME
Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 31 '75
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
July 23, 1975	July 23, 1975	Primary Route 4	State Route 4

GENERAL LOCATION:
US 97, 0.93 miles south of Modoc Point south 0.95 miles

GENERAL DESCRIPTION OF WORK:
Construct rock fallout protection barrier at two locations (no work section 0.53 miles long)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping $1000
Railroad Protective Services $11,200

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of July 23, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's July 21, 1975 letter you are authorized to advertise for bids to be received August 14, 1975 at an estimated total project cost of $337,359 - Federal funds $303,623 as shown in your estimate of July 21, 1975. After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Rulien's July 21, 1975 certifying statements are accepted and PS&E documents for the subject project have been reviewed and are approved. A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-23-75	C R Bierwirth for	Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7-31-75
ORIGINAL TO
L.W. Rulien
w/att.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 7-23-75
BY (Signature): L. W. Rulien's July 14, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 209

~~STAGE 1~~ ITEM NOS. 37 THRU _____
~~STAGE 2~~ ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **
37	HHS-26(10)	0.0	550,000	495,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

NOTED E. S. HUNTER

Location	Work
Modoc Point (Unit "C" & "D") Section Klamath County State of Oregon	Rock Fallout Protection Barrier

RECEIVED
STATE HWY ENGR
JUL 24 '75
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Ar't | File

REMARKS (Division)

I concur that this project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1 and that it is a non-major action as set forth in FHPM 7-7-2 Para 10e.

7-25-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		7-23-75	C E Bergstedt for G. L. Green, Division Engineer

** Program approval ~~xxxx

6274

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 21, 1975

TO Memo

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Modoc Point Section
The Dalles-California Highway

At their June 30 meeting, the Transportation Commission approved some additional safety work on the Modoc Point Section of The Dalles-California Highway.

On July 9 I made a field review of the tentative design for these safety improvements with representatives from the Construction Section, Region 4 and District 11. Later, appropriate design modifications were relayed to the Design Section for preparing contract plans.

It is my opinion and the concensus of those present that the rock barrier, double chain-link fence, proposed work on the benches on Units C and D, and realignment past Unit D will greatly improve the protection to motorists in preventing rocks that may become loosened from the face of the cut slopes from reaching the traveled way.

At the same time, recent correspondence from citizens and newspapers has made reference to injuries to a child and a truck. These two accidents took place in an area where we have not disturbed the terrain, but were occasioned by rocks rolling from a considerable distance outside our right-of-way. The work for which we are preparing plans will do nothing to alleviate that danger. My quick review of the area did not indicate any reasonable corrective measures that could be taken to prevent such an occurrence in the future; however, by copy of this memo, I am requesting that the Region take a close look at logical origin for rocks that might reach the highway and evaluate alternative methods of containing those rocks.

HSC:ia

cc F. B. Klaboe
E. S. Hunter
J. H. Versteeg
C. T. Keasey
Jack Sollis
Carl Williams

8279

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

July 14, 1975

FILE: CON 5
MAI 12-11

FROM: Robert R. Sandmann
Regional Construction Engineer

SUBJECT: Modoc Point, Units C & D
Rockfall Prevention
The Dalles-Calif. Hwy.

TO: J. H. Versteeg
Road Design Engineer

ATTN: Frank Terpin
Final Design Engineer

Attached is information received from Mr. M. Downham, Area Manager of Maccaferri Gabions, Inc.

The information is sent in the interest of offering a possible solution to the Modoc Point rockfall problem.

RAS:pw

Enclosures

REFERRED TO

Board		Reed	
W.E.	Cole	Sample	
Eriksen		Watson	
Hager		Wolfe	

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1	Versteeg	✓	
	A. Olson		
2	Terpin	T	
	Scott		
	Swenson		
	R. Olson		
	Trout		

RECEIVED
JUL 15 1975
ROAD DESIGN SECTION

- Requires Reply ☐
- Requires Approval ☐
- Receiver Keep ☐
- Do not File ☐
- Return To
- Bring Up ___/___/___
- Other

MACCAFERRI GABIONS INC.

MAIN OFFICE: ONE LEFRAK CITY PLAZA, FLUSHING, N.Y. 11368

CABLE ADDRESS: GABIONS NEW YORK TELEPHONE: 212-271-4610

MACCAFERRI GABIONS, INC.
P. O. Box 3186
Bellevue, Washington 98009

GABION Price List

Heavily galvanized steel wire triple twist hexagonal mesh.

P.V.C. Coated ☐ STANDARD SIZES – S E R I E S 3 0 0 ☐ Galvanized

Letter Code	Length, Width and Depth	Number of Cells	Capacity Cu. Yds.	Color Code	Unit Price FOB Nearest Warehouse
A	6′ x 3′ x 3′	2	2.0	BLUE	$ 23.50
B	9′ x 3′ x 3′	3	3.0	WHITE	33.50
C	12′ x 3′ x 3′	4	4.0	BLACK	42.40
D	6′ x 3′ x 1′6″	2	1.0	RED	16.25
E	9′ x 3′ x 1′6″	3	1.5	GREEN	22.50
F	12′ x 3′ x 1′6″	4	2.0	YELLOW	29.00
G	6′ x 3′ x 1′	2	0.66	BLUE/RED	14.60
H	9′ x 3′ x 1′	3	1.0	BLUE/YELLOW	21.00
I	12′ x 3′ x 1′	4	1.33	BLUE/GREEN	25.60

NOTE:

All dimensions are subject to a tolerance limit of ± 3% of Manufacturer's stated sizes.

All sizes are sold only in multiples of 2 units each.

Prices include the quantity of lacing wire required for Assembly and Erection.

OPTIONAL ACCESSORIES:

~~Maccaferri Lid Closer~~	~~$ 35.00 each~~	
Additional Wire	$	per 100 lbs. coil
	$	per 25 lbs. coil

CONDITIONS OF SALE – (1) All quotations are subject to change without notice.

(11) All contracts are subject to the condition that we do not accept any liability for any delay, injury or loss due to any strike, lock-out, labor dispute, accident, conditions due to or arising out of a state of war, act of God, or any circumstances beyond our control or not contemplated at the time the contract is entered into.

Effective:

MACCAFERRI GABIONS INC.

MAIN OFFICE: ONE LEFRAK CITY PLAZA, FLUSHING, N.Y. 11368

CABLE ADDRESS: GABIONS NEW YORK TELEPHONE: 212-271-4610

REVET MATTRESS
Price List

Heavily galvanized steel wire triple twist hexagonal mesh.

6" THICK

Letter Code	Mesh Opening	Length	Width	Area Covered	Capacity	Color Code	Unit Price FOB Nearest Warehouse
P	2"x2¾"	8'	6' - 6"	52 sq. ft.	0.96 cu.yd.	White/Black	$ 29.85
Q	2"x2¾"	10'	6' - 6"	65 sq. ft.	1.20 cu.yd.	White/Yellow	37.10
R	2"x2¾"	12'	6' - 6"	78 sq. ft.	1.44 cu.yd.	White/Green	43.90

9" THICK

Letter Code	Mesh Opening	Length	Width	Area Covered	Capacity	Color Code	Unit Price FOB Nearest Warehouse
S	2"x2¾"	8'	6' - 6"	52 sq. ft.	1.44 cu.yd.	Red/Black	$ 33.00
T	2"x2¾"	10'	6' - 6"	65 sq. ft.	1.80 cu.yd.	Red/Yellow	40.30
U	2"x2¾"	12'	6' - 6"	78 sq. ft.	2.16 cu.yd.	Red/Green	48.35

NOTE:

All dimensions are subject to a tolerance limit of ± 3% of Manufacturer's stated sizes.

All sizes are sold only in multiples of 2 units each.

Prices include the quantity of lacing wire required for Assembly and Erection.

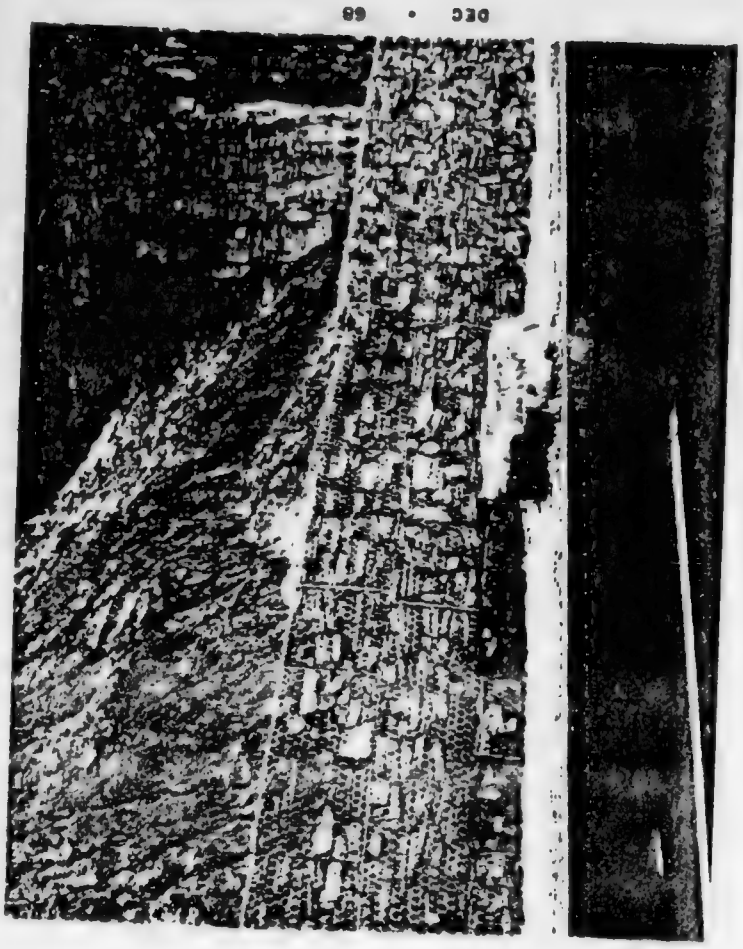
OPTIONAL ACCESSORIES:

Additional Wire $77.00 per 100 lbs. coil
$19.50 per 25 lbs. coil

CONDITIONS OF SALE – (1) All quotations are subject to change without notice.

(11) All contracts are subject to the condition that we do not accept any liability for any delay, injury or loss due to any strike, lock-out, labor dispute, accident, conditions due to or arising out of a state of war, act of God, or any circumstances beyond our control or not contemplated at the time the contract is entered into.

Effective: March 10, 1974



DEC • 68

DEC • 68

829

July 14, 1975

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: L. W. Rullen
Project Management Engineer

SUBJECT: Program Data Submission
Project No. HHS-26(10)

We are submitting program data for one project, Item No. 37, Project No. HHS- 26(10), "Modoc Point (Unit "C" & "D") Section", which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-Aid Highway Act of 1973.

It is our present intention to receive bids for this project on August 14, 1975.

Enclosed are narrative and sketch map prepared by our Traffic Section for this project.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

(2) Concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office, February 25, 1975.

Enclosure

JG:dc

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-14-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): US 97, 0.93 mi S of Modoc Point, S 0.95 mi (21, 65)

ADT — PRESENT: 4,000 — FUTURE: 6,800 — YEAR: 95 (66)(70)(71)(72)

REGION: 10 — STATE NAME: Oregon — STA CO (32)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Rock Fallout Protection Barrier (26, 62) — NATL. FOREST (63)(68) — FH ROUTE NO. (66)(69) — SUPV. AREA (69) — DA CLASSIF. (70) — DA AREA (71)

EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): HHS- (14, 28) — NUMBER: 26 — SEQ. (7)

CARD 4 — CLASS OF FEDERAL FUNDS: (Section 209) High Hazard Locations — NAME OF URBAN AREA (17-31): ----

COUNTY NAME: Klamath — CODE: 035 (12)(16)

ROUTE NO. — FEDERAL-AID: p — STATE: 4 (33)(36) — U.S.: 4 (36)(37) 97 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1448)	(16	41	42	43 46	52		(54) (58)	(59) (66)	(67) (78)		
5					PE		US 97, 0.93 mi. S. of Modoc Point, S. 0.95 mi.					
5					ROW		(No work section 0.53 mi. long)					
5					CONST (CODE) Y007		"Modoc Point (Unit "C" & "D") Section"	0.0	550,000	495,000	55,000	
							PROJECT TOTALS	0.0	550,000	495,000	55,000	

(10) (22) (24) (23)

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Con
out
bar
loc
pro
as

RO
Ac
no
re

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-14-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 97, 0.93 mi S of Modoc Point, S 0.95 mi		4,000	6,800	95	10	Oregon	41	142	37

PROPOSED WORK (35 typewriter)	NATL. FOREST	FS ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
out Protection Barrier								HHS-	26	(10)		

FUNDS: (Section 209) High Hazard Locations

AREA: ----

COUNTY NAME: Klamath — CODE: 035

ROUTE NO.: p — FEDERAL-AID: 4 — STATE: 4 — U.S.: 97

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 97, 0.93 mi. S. of Modoc Point, S. 0.95 mi.						Const. rock fall-out protection barrier at two locations. RR protective service as required.
ROW		(No work section 0.53 mi. long)						
CONST (CODE) Y007		"Modoc Point (Unit "C" & "D") Section"	0.0	550,000	495,000	55,000		ROW-240' min; Access control-none; Parking restrictions-none.
PROJECT TOTALS			0.0	550,000	495,000	55,000		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

-OVER-

USCOMM BUSCOMM-DC 40908-P61

MODOC POINT (UNIT"C" & "D") SECTION
PROJECT NO. HHS-26(10)

Existing Facility: Two 12-foot bituminous surfaced travel lanes with 4-foot shoulders.

Adjacent Sections: Same as existing facility.

Project Data: Construct rock fallout protection barrier at two locations. The northerly location, in order to construct barrier, requires minor realignment of roadway for approximately 0.30 mile with related grading, drainage and high-type surfacing to provide two 12-foot lanes with 4-foot shoulders. Railroad protective service as required.

Right-of-Way: No additional required.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements:

a. State Clearinghouse - - - Exempt from A-95 review under working agreement.
b. District 11 Clearinghouse - - - Non-functioning.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

Note: This project is in Congressional District No. 2.

8274

ROBERT W. STRAUB
GOVERNOR

RECEIVED
STATE HWY ENGR
JUL 10 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

July 8, 1975

Mrs. Albert H. Stone
Post Office Box 338
Klamath Falls, Oregon 97601

Dear Mrs. Stone:

I appreciate your concern about the rock fall in the Modoc Point-Algoma area which has been a long-standing and continuing problem.

Recently, the State Highway Division completed a project in this area designed to remove some of the loose rock and to provide a storage area and barrier to contain additional falling rock. The design, however, has not been 100 percent successful as all falling rock was not contained behind the barrier. The Highway Division is presently looking at alternate methods to make this containment more effective.

Recognizing the need for additional work, the Oregon Transportation Commission at their June 30 meeting authorized additional funds to improve the safety of this area. The work will be contracted as soon as the design is completed.

Under certain circumstances the gunite process has been used successfully to control movement in rock cuts. However, the geologic formation at Modoc Point does not lend itself to the gunite process.

Sincerely,

Governor

RMS:cb

bcc: Department of Transportation

COPY

NOTED
MARIE STEPHENS

AL STONE
STANDARD OIL DISTRIBUTOR

June 23, 1975

CHEVRON HEATING FUELS
CHEVRON BURNER SERVICE

P. O. BOX 338
KLAMATH FALLS, OREGON 97601
PHONE 882-4444

Gov. Robert Straub

Salem, Oregon

Dear Sir:

Just how many people are going to be killedby falling rocks on Hwy 97 before something is done about this? There has been another permanent injury to a child this spring. We have to travel this route all the time and all of our children live in the valley. I am afraid to have them come home!

While traveling in Washington State recently, we noticed that they had blown guinite on a situation such as thing. Why can't Oregon do this same thing. There was no way for any rocks to escape with that over them.

Sincerely,

Mrs. Albert H. Stone

Mrs. Albert H. Stone

c;o State Highway Dept.

RECEIVED
STATE HWY ENGR
JUN 24 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8279

Herald & News 7-3-75

Modoc Point Highway

State's Quick Action Rates Praise

The state's immediate action to solve the rockfall hazard on Highway 97 north of Klamath Falls is good news to the many people who use that road.

The tragic death June 14 of a Wapato, Wash., boy brought the problem into intense focus. The danger was real and the highway division responded. The division should be commended; an example of a government agency responding to the strong desires of the community.

Also to be commended are the 5,000 or so people who signed the petition (and its organizers) which was to have been sent to Gov. Bob Straub asking for action. The signatures weren't sent in because they didn't have to be, although one of its organizers, Jim Farrish, said he'd hold on to them in case the work lags.

It's a tragedy that a youngster had to die in order for corrective action to be taken. At the same time, the prompt action by the highway division, to correct the problem is proof that, in these days of bureaucratic indifference to the citizenry, someone is, indeed, listening.

Art Buchwald

NOTED
E. S. HUNTER

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
JUL 8 '75
REFER TO
ESH
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6279

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Klamath Falls

July 1, 1975

FILE: TRA 3-3

FROM: John L. Gunter
District Engineer

TO: C. M. Williams
Regional Engineer

E. S. Hunter
Asst. Highway Engineer

Jack Sollis
Attorney
Legal Section

Chubb Pacific Indemnity
Portland, OR

SUBJECT: SUPPLEMENTAL REPORT
PHOTO'S
Fatal Accident
Vehicle - Rock
Operator - Keeling, Elvin Lee
Deceased - Keeling, Bill Alvie
Dallas - Calif. Hwy
M.P. 258.63
Const. Sta 780 + 88
Klamath County
June 14, 1975

Attached hereto please find twelve (12) Black and White Photo's showing various views of interior and exterior of the Keeling pickup.

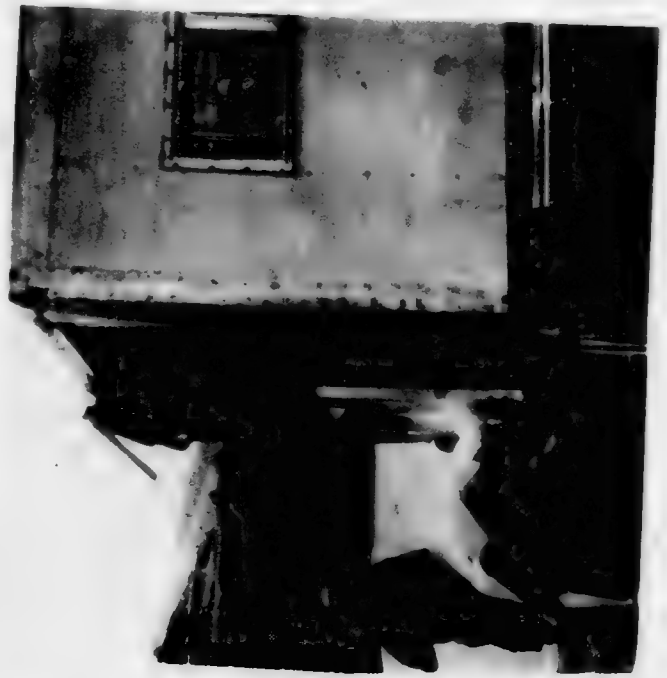
These photos were taken by State Police Officer D. L. Coleman at the parking lot of Presbyterian Intercommunity Hospital, Klamath Falls, shortly after the Accident on June 14, 1975

JLG:tc

Attachment

RECEIVED
JUL 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CORD



C O A

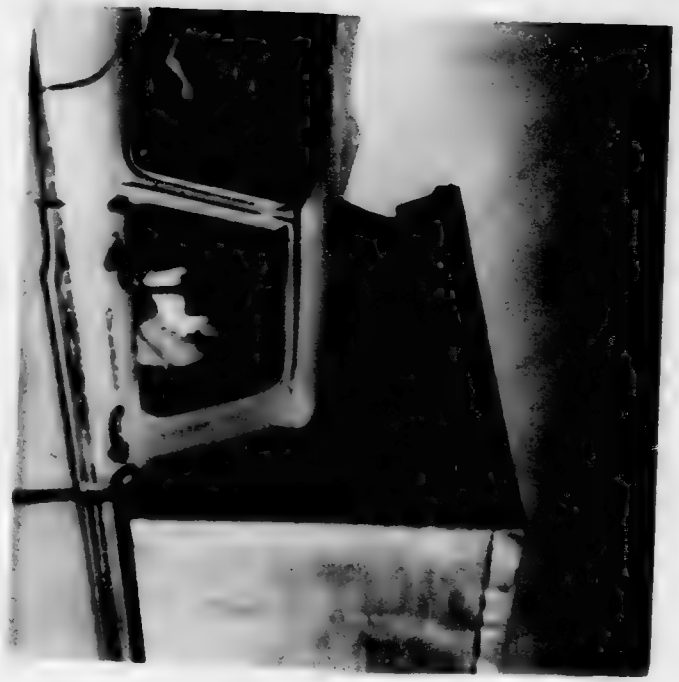
coar

C O 9 3

C O R

COAL

C O R



C O R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Klamath Falls

June 19, 1975

FILE: TRA 3-3

FROM: John L. Gunter
District Engineer

TO: Carl M. Williams
Regional Engineer

SUBJECT: Fatal Accident
Vehicle & Rock
Operator - Keeling, Elvin Lee
Deceased - Keeling, Bill Alvie
Dalles-California Highway
M. P. 258.63
Const. Sta. 780+88
Klamath County
June 14, 1975

The attached data is being submitted on the subject accident. As you know, this accident occurred in the "D" Unit of the recently completed Modoc Point "C" and "D" section of the Dalles-California Highway.

The accident occurred in the rock shoot area which does not have any slope benches. As near as I can determine the rock came from an area about 25 or 30 feet below the top of the cut slope.

Final acceptance of this contract was November 21, 1974. I terminated my rock patrol on April 20, 1975. We completed cleaning behind the concrete barrier on "D" unit on May 7, 1975.

I am also enclosing a copy of the petition from Linda Campbell and J. C. Farrish to Governor Straub and also a newspaper article.

Subject to your approval, please forward data to Chubb/Pacific Indemnity Company and Mr. E. S. Hunter.

JLG:bm

Attachment

ROE RE RME RCE FAE
RTE RECEIVED ENV
RUE JUN 20 1975 RDE
RSO REGION 4 RBE
ASSIGNED_____

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Klamath Falls

June 19, 1975

FILE: TRA 3-3

FROM: John L. Gunter
District Engineer

TO: Carl M. Williams
Regional Engineer

SUBJECT: Fatal Accident
Vehicle and Rock
Operator - Keeling, Elvin Lee
Deceased - Keeling, Bill Alvie
Dalles-California Highway
M. P. 258.63
Const. Sta. 780+88
Klamath County
June 14, 1975

Following is a narrative report along with photos, State Police report, sketch map and typical cross section.

The information in this report is as a result of the writer's conversation and assistance from D. L. Coleman, Oregon State Police. The only witnesses to this accident were the occupants in the Keeling vehicle. The writer's only conversation has been with Oregon State Police.

At approximately 8:30 a.m. on June 14, 1975, the writer received a telephone call from the State Police office in Klamath Falls of a fatal accident near Modoc Point on the Dalles-California Highway. The writer arrived at the scene at 9:10 a.m. and conducted an investigation.

The accident occurred at Mile Post 258.63. The highway at this location is constructed of asphaltic concrete with no apparent highway defects. Sight distance is good, approximately 800 feet each direction.

The alignment at this location consists of a 1°42' curve right, level and is two-lane construction. Lanes are divided with a broken yellow center stripe bordered by a solid white shoulder (fog) stripe and four (4) foot paved shoulder on the easterly side. There is a three-foot high concrete barrier on the easterly side sixteen (16) feet from centerline and a seventeen (17) foot fallout area between the concrete barrier and the rock cut slope.

The highway at this location runs generally north and south and is bordered to the east by the concrete barrier, fallout area and steep rock slope. The west side is bordered by a slight cut slope, railroad tracks and Klamath Lake.

Vehicle No. 1 is a 1966 Ford 100 pickup and camper; Washington License L47558, owner and operator Keeling, Elvin Lee, DOB 8-16-35, Operator's License No. KE-EL-IE-L656NW, Washington address--2110 South Sixth Street, Wapato, Washington.

Other occupants in vehicle no. 1 are as follows:

Wednesday, June 18, 1975, KLAMATH FALLS, Ore. 884-811—No. 11,449—15 cents daily, 25 cents Sunday.

Petitions On Rocks Circulated

By LEE JUILLERAT
H&N Staff Writer

Petitions that "demand immediate action" by the State of Oregon to correct the "death potential caused by falling rocks on State Highway 97 between Klamath Falls and Chiloquin" are being circulated at Presbyterian Intercommunity and around Klamath County.

Written Monday by Linda Campbell, 1544 Lakeview St., and Jim Farrish, 3604 Orindale St., the petitions are addressed to Gov. Bob Straub.

According to the petitions, "Hundreds of injuries and car damages have occurred due to falling rocks on this highway. Within the last three months, two critical accidents, both to unexpecting, innocent visitors from out of state, have occurred.

"One accident within this period of time resulted in a permanent head injury, plus emotional trauma, to a young boy when a rock fell through the windshield of a vehicle driven by his mother.

"The last, most recent incident on June 14 resulted in the death of an innocent 11-year-old boy along with the permanent emotional trauma to the other four children in the camper at the time of the accident, who witnessed this brutal death."

Bill Alvie Keeling of

Rock Clutter — Fallen rocks alongside Highway 97 between Klamath Falls and Chiloquin clutter areas usually reserved for pulled-over vehicles. Petitions "demanding" an end to the falling rock hazard are now being circulated in hopes of ending the hazard.

Linda Campbell
1544 Lakeview Street
Klamath Falls, Oregon 97601

Jim C. Farrish, DVM
3604 Orindale Street
Klamath Falls, Oregon 97601

June 16, 1975

Governor Robert W. Straub
Office of the Governor
State Capitol
Salem, Oregon 97310
RE: Highway 97 North of Klamath Falls

Honorable Governor Straub,

We, the citizens of Klamath Falls, Oregon, are astounded that the State of Oregon has not corrected the death potential caused by falling rocks on State Highway 97 between Klamath Falls, Oregon and Chiloquin, Oregon.

Hundreds of injuries and car damages have occurred due to falling rocks on this highway. Within the last three months two critical accidents, both to unexpecting, innocent visitors from out-of-state have occurred. One accident within this period of time resulted in a permanent head injury, plus emotional trauma, to a young boy when a rock fell through the windshield of a vehicle driven by his mother. The last, most recent June 14, 1975 incident resulted in the death of an innocent 11-year-old boy (see attached article) along with the permanent emotional trauma to the other four children in the camper at the time of the accident who witnessed this brutal death.

The only warning given at this site of the potential life-taking highway is a sign saying "Beware of Falling Rocks". We do not feel you can watch cliff ledges and drive a vehicle at the same time; also, you cannot avoid falling rocks if you see them.

We, the concerned citizens, demand immediate action be taken to correct this situation, funded by our tax money.

We would appreciate your close attention and immediate correction of the life-taking State Highway 97, not only for us and our children, but for our out-of-town tourists and their families.

Respectfully,

Linda Campbell
Linda Campbell

Jim Farrish, DVM

See attached signatures voicing concern of citizens of Klamath Falls, Oregon.

(Continued From Page 1)

Vapato, Wash., was killed early Saturday morning when a falling 14- or 15-inch diameter rock struck the Keeling family pickup-camper, penetrated the camper side and struck the boy, who was sleeping in a bunkbed.

"The only warning," the petitions say, "given at this site of the potential life-taking highway is a sign saying, 'Beware of Falling Rock.' We do not feel can watch cliff ledges and drive a vehicle at the same time; also, you cannot avoid falling rocks even if you see them."

Although no specific action is requested, the petitions "demand immediate action be taken to correct this situation, funded by our tax money."

John Gunter, district engineer for the Klamath Falls State Highway Division, said today he has "no comment" on the petition.

Farrish told the Herald and News that over 100 signatures have been received at PIH and that other petitions are being circulated around various Klamath Falls businesses. Among signatures, according to Farrish, was one from a local doctor who has been involved in treating people injured by falling rocks, including the Keeling youth.

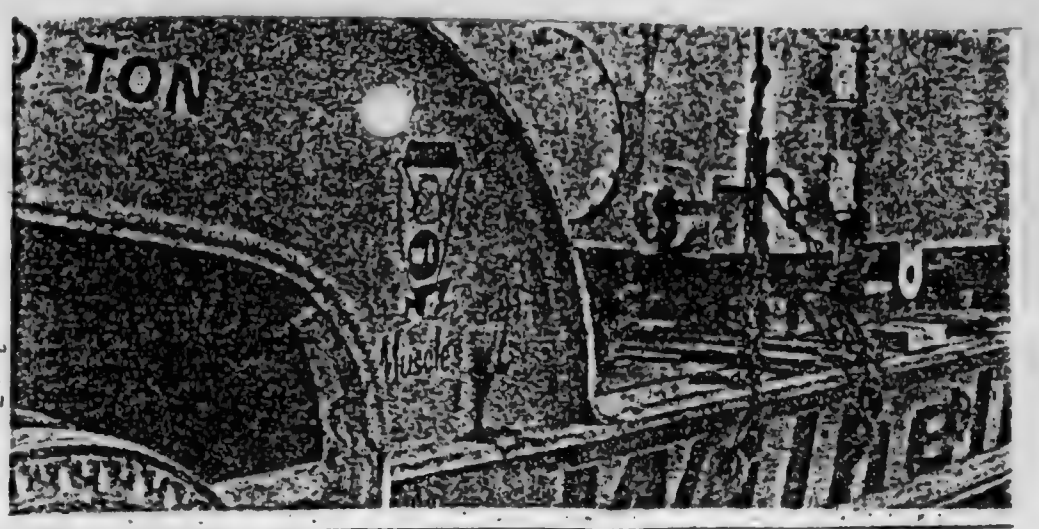
Goal of the current drive is to obtain about 5,000 petition signatures within the next few weeks, according to Farrish.

Although the petition does not spell out a specific corrective action, Farrish noted protective steel-mesh nets are used elsewhere in the state. According to Farrish, a local veterinarian, he had talked with Klamath Falls Highway Division representatives.

"What this comes to is this: What's more important, an innocent boy's life or some expense? . . . If there's no way for the Highway Division to stop the falling rock hazard, I want them to go on record as saying so. I believe there's something we could do about the situation."

Mrs. Campbell is a night supervisor at PIH. Talks with various hospital personnel have indicated many were highly disturbed because of the rock injury accidents, especially following the Saturday accident.

The Keeling youth was said to have been "brutally" injured by the rock and was alive briefly while at PIH.



Labor: Board Stalling

Organized labor today charged the Klamath County Board of Commissioners of using stall tactics to set a state precedent court decision on whether an individual county department forms a collective bargaining union.

Lee Clinton, Bend, business manager of Laborers International Union of North America Local 915, said commissioners should sit down at the bargaining table to negotiate wages for Assessor's Office employes. Clinton said five hearings on whether the Assessor's Office forms a bargaining unit "have all been in our favor." He said four hearings have been held before the Public Employes Relations Board and one before the Oregon Court of Appeals, the first in March, 1974.

Clinton presented commissioners with a copy of a judgment and mandate from the Court of Appeals which dismissed the case filed by Klamath County.

"How many times do I have to go to court to prove our case," Clinton asked the board.

Lloyd Gift, commission chairman, said the county is "barred on advise of legal counsel from discussing this matter any further" and indicated the union's attorney and the county's attorney should discuss the matter.

"We have been told by our attorney, Lester Smith, that it is the union's next move to file an unfair labor practices action," Commissi Thorne said.

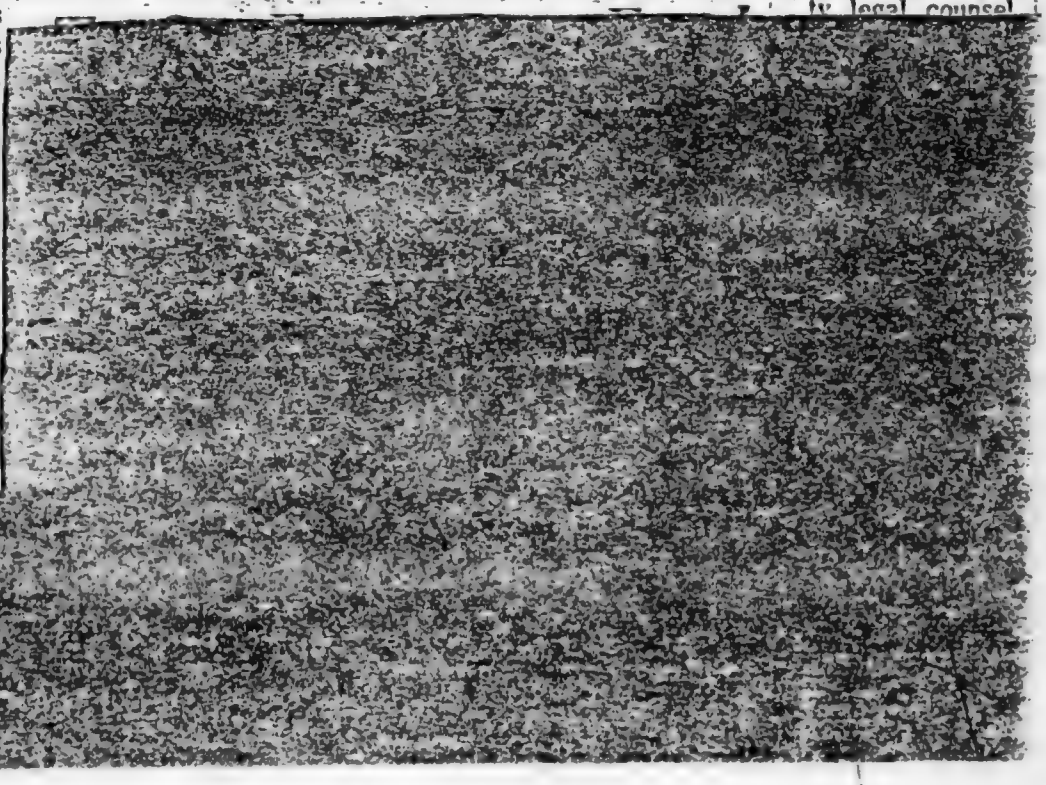
The county cont unionization of the Office would lead t tion of other departments, fragmenting the cou

"It is not a ques county fighting unic Commissioner Williams stated. "\ that if we have ea ment represented w in trouble. We spending a majori time negotiating tracts."

"How many tax the county going before you begin ba Clinton asked.

"How many dol the unions spent case?" asked Gift. of the funds, acc Commissioner Williams, were use by legal counsel

Klamath, Lake Counties



STATE OF OREGON

Accident Report — Police ☒ FATAL ☐ INJURY ☐ PROP. DAMAGE

Oregon State Police DEPARTMENT NO. _____

DATE OF ACCIDENT	TIME OF ACCIDENT	ARRIVED AT SCENE	CITY	COUNTY	SHEET
June 14 1975	7:15 ☐ A.M. ☐ P.M.	8:40 ☐ A.M. ☐ P.M.		Klamath	1 OF 3 SHEET(S)

OCCURRED ON (Route Number or Name)	AT INTERSECTION OF (Route Number or Name)	DO NOT WRITE IN THIS SPACE
Rt. 97		

IF NOT AT INTERSECTION: .8 ☐ FEET ☒ MILES ☐N ☐S ☐E ☐W (Intersecting Highway or street, landmark, or house no.) OF MILE POST

15 MILES ☐N ☒S ☐E ☐W OF NEAREST CITY: Klamath Falls

ACCIDENT INVOLVED MOTOR VEHICLE AND: ☐ One Other Vehicle ☐ Two or More Vehicles ☐ Pedestrian ☐ Railroad train ☐ Bicycle/Tricycle ☐ Motorcycle ☐ Fixed Object ☐ Non-Collision ☐ Animal ☐ Animal-drawn Vehicle ☐ Other ☐ ☐ City, County or State Property Damaged.

CODE FOR INJURY (mark the first one that applies): K—DEAD BEFORE REPORT MADE; A—INCAPACITATED—Unconscious, Could Not Walk, Broken or Distorted Limbs, etc.; B—NONINCAPACITATED—Lump, Abrasion, Cuts, Limping; C—POSSIBLE—Momentary Unconsciousness, Complaint of Pain, Nausea, Hysteria; D—NO INJURY APPARENT

UNIT No. 1 - MOTOR VEHICLE

DRIVER'S FULL NAME (last) (first) (middle): KEELING, ELVIN LEE

ADDRESS: 2110 South 6th St. Wapato, Washington

OPERATOR LICENSE NO.: XE-EL-IE-L656NW STATE: Wash ☒ REGULAR ☐ OTHER SPECIFY TYPE: DATE OF BIRTH: 08-16-35

Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. O

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER	KEELING, ELIZABETH THERESA	2110 South 6th St. Wapato, Wash	X	33	F	D
FRONT RIGHT	KEELING, JIMMIE LEE	Same	X	14	M	D
REAR LEFT						
REAR CENTER						
REAR RIGHT						

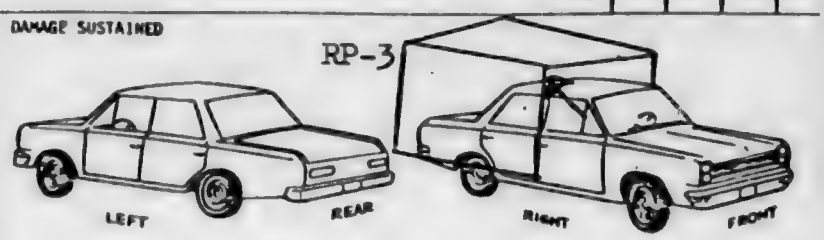
VEHICLE MAKE & MODEL: Ford 100 Pickup and Camper BODY STYLE: YEAR: 1966

LICENSE PLATE NUMBER: L47558 STATE: Wash YEAR: 1975

OWNER'S NAME AND ADDRESS: Driver

VEHICLE REMOVED BY/TO: Driver

DAMAGE SUSTAINED



IS VEHICLE DRIVABLE? ☒ YES ☐ NO

UNIT No. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME: ADDRESS:

OPERATOR LICENSE NO.: STATE: ☐ REGULAR ☐ OTHER SPECIFY TYPE: DATE OF BIRTH:

Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. O

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER						
FRONT RIGHT						
REAR LEFT						
REAR CENTER						
REAR RIGHT						

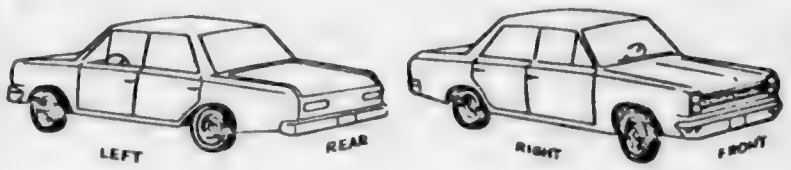
VEHICLE MAKE & MODEL: BODY STYLE: YEAR:

LICENSE PLATE NUMBER: STATE: YEAR:

OWNER'S NAME AND ADDRESS:

VEHICLE REMOVED BY/TO:

DAMAGE SUSTAINED



IS VEHICLE DRIVABLE? ☐ YES ☐ NO

WEATHER (Check one)	ROAD COND. (Check one)	LIGHT COND. (Check one)
☒ CLEAR	☒ DRY	☒ DAYLIGHT
☐ RAINING	☐ WET	☐ DAWN OR DUSK
☐ SNOWING	☐ SNOWY	☐ DARKNESS, LIGHTED
☐ FOG	☐ ICY	☐ DARKNESS, UNLIGHTED
☐ OTHER.....	☐ OTHER.....	☐ OTHER.....

	UNIT 1	UNIT 2
SKIDMARKS TO IMPACT (ft)	0	
DISTANCE TRAVELED AFTER IMPACT (ft)	unk	
STATED SPEED BEFORE IMPACT (MPH)	35	
DESIGNATED SPEED FOR AREA (MPH)	55	

FIRST AID GIVEN BY: None

INJURED TAKEN TO: Presbyterian Intercommunity Hospit

BY: Driver

WITNESSES NAME: None ADDRESS:

NAME: ADDRESS:

ACTIONS TAKEN (Arrests, etc.): None

REPORTING OFFICER: 370-36 D.L. Oleman Tpr.

Form 48 12-71

FOR JOHN GUNTER

DESCRIPTION & DIAGRAM OF ACCIDENT

Describe what happened; including actions of vehicles and pedestrians, if any, prior to key event; contributing actions of drivers; evasive maneuvers, including skidmarks; description of impact; unusual circumstances; temporary highway conditions; highway defects, if any; traffic control defects, if any; vehicle defects, if any; and driver and pedestrian condition, if other than normal. Use "Unit 1" and "Unit 2", etc. to identify vehicles. Also describe damage to property, other than vehicles.

Draw a sketch of the roadway arrangement, with "North" at the top. Include all structures involved in accident as well as any obstruction to visibility. Show unusual or temporary conditions (hole in pavement, barricades in construction area, etc.). All dimensions are to be estimated, except as directed in departmental orders.

NORTH

SEE ATTACHED DIAGRAM

SUPPLEMENTARY REPORT

t 97 is generally a north south two laned asphalt smooth level state highway but at this ocation curves gradually from a northwesterly direction to a northerly direction. The orth and southbound lanes are divided by a broken yellow painted centerline. There are o defects in the roadway. The east edge of the roadway is bordered by a 2'9" cement etaining wall. A steep cliff is located just to the east of the retaining wall.

nit#1 was northbound Rt 97 rounding the curve near MP 258. A rock approx. 14" in diameter ame rolling down the cliff on the eastside of the roadway clearing the cement retaining all. The rock struck the right front corner of the camper shell piercing the wall and nocking the victim off the bunk where he had been resting. The rock exited the rear of he camper taking the rear door with it. Unit#1 was stopped and victim was checked. Dr.#1 nen took the victim directly to the hospital.

r.#1 stated in substance that he'd been northbound Rt 97 at approx. 35 mph. He observed he rock coming down out of the mountain and felt it hit the vehicle but it was too close nd fast to avoid. He'd then turned around and taken his son right to the hospital.

ll other witnesses stated substantially the same as Dr.#1.

citer contacted the hospital and determined that at approx. 7:35 AM Dr. Peden had ronounced the victim dead. Dr. Nicholson, the county medical examiner was notified at :30 AM. The victim was taken to O'Hares Funeral Home, Klamath Falls.

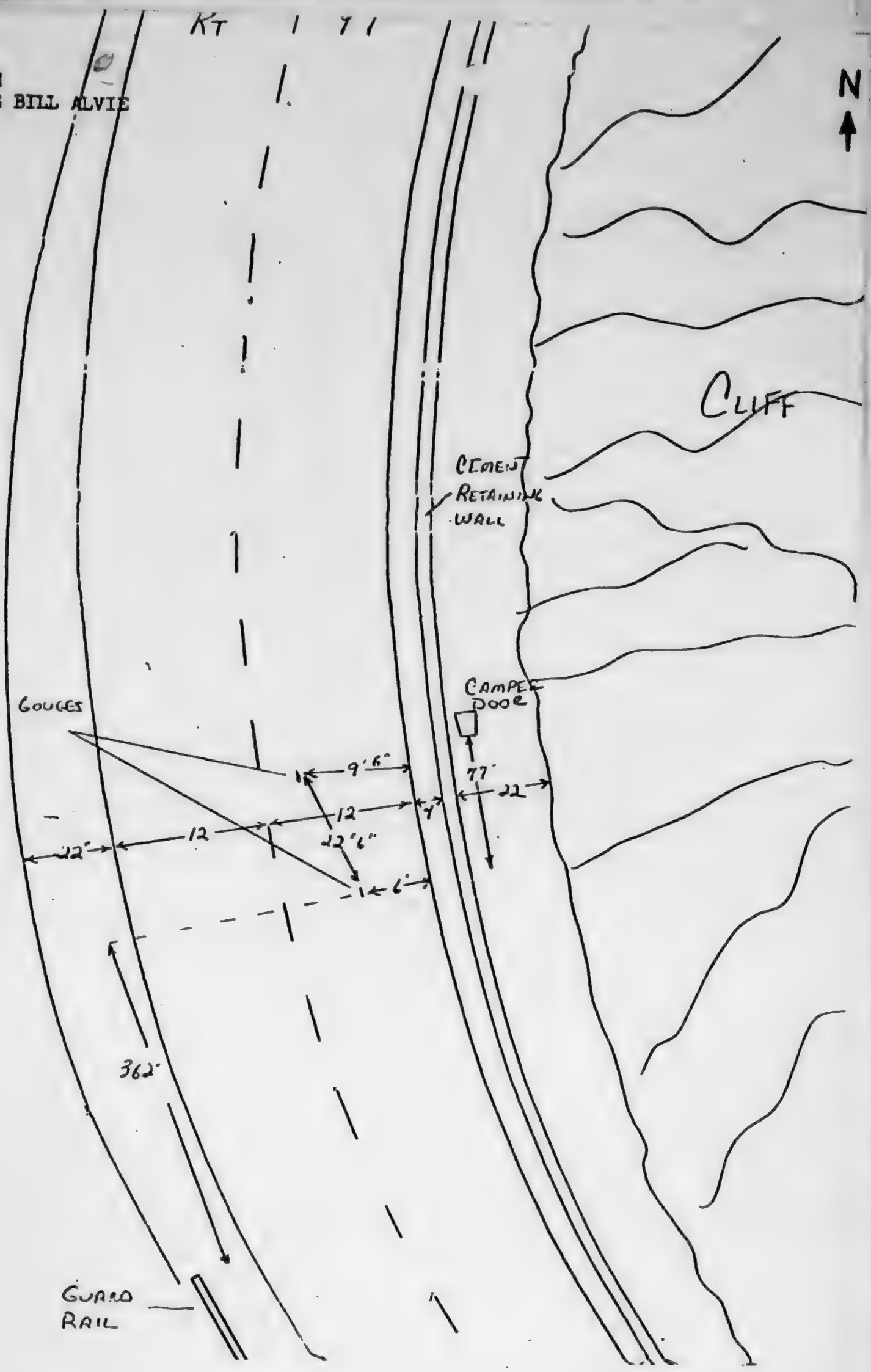
Fatal Accident
6-14-75 7:15 AM
Victim: KEELING BILL ALVIE

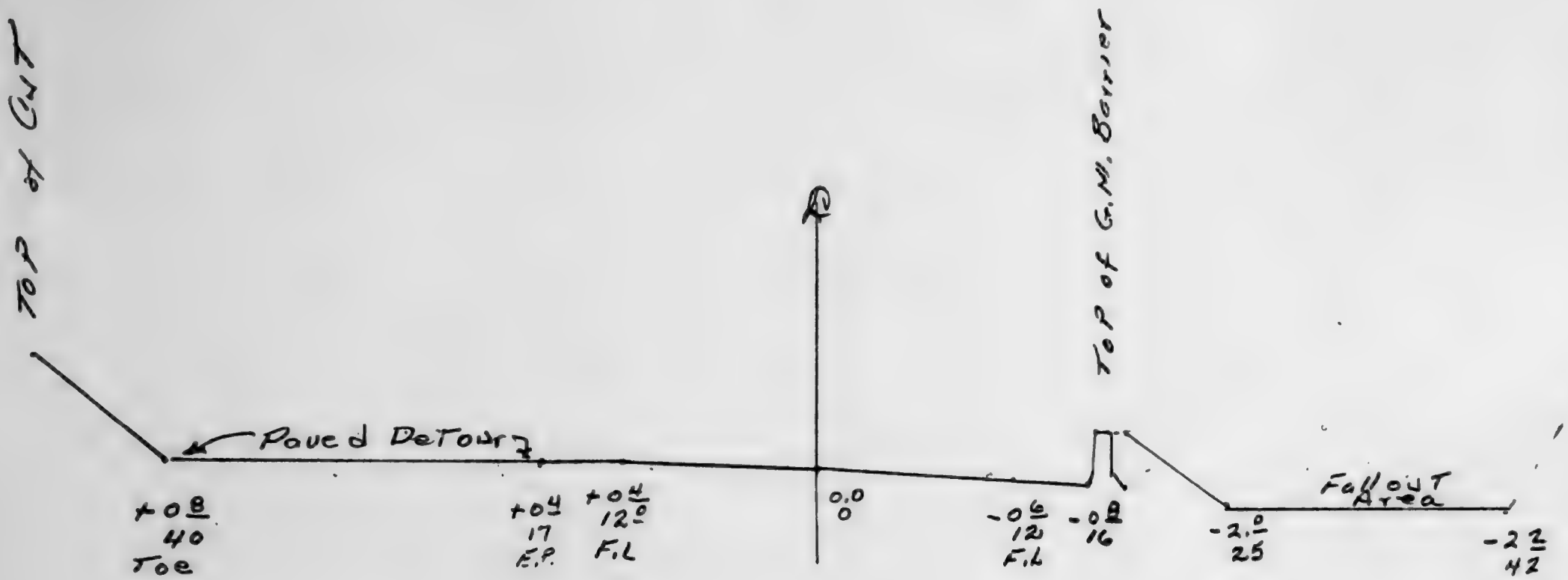
Photographs were taken of the vehicle involved at the hospital by writer. John Gunter of the Division of Highways, Klamath Falls took photographs of the accident scene. Division of Highways requests a copy of the photographs taken by writer be sent to the Klamath Falls office.

Passengers inside the camper shell:
Top Bunk- (VICTIM) KEELING, BILL ALVIE, 2110 South 6th St. Wapato, Wash., M, 11-30-63
5-0, 85 lbs., 11 yrs.
KEELING, RICHARD ANTHONY, 2110 South 6th St. Wapato, Wash., M, 10 yrs.
Bottom Bunk-
KEELING, SARA JANE, 2110 South 6th St. Wapato, Wash., F, 15 yrs.
KEELING, MANY LYNN, Same , F, 3 mo.
JEROME, LORETTA (NONE), Rt 2 Box 2024, Wapato, Wash., F, 21 yrs.

Both vehicle #1 and the rock had been removed from the scene prior to writer's arrival.

Fatal Accident
6-14-75 7:15 AM
Victim: KEELING BILL ALVIE





Cross Section

Fatal Accident

Vehicle - Rock

Operator - Keeling, Elvin Lee

Deceased Keeling, Billy Ivie (Son)

Dallas-Calif Hwy

M.P. 258.63 "Const" Sta 780+88

Klamath County 6-14-75

T.41S.,R.7E.,W.M.

UNIT "D"

MODOC POINT [UNITS C
THE DALLES-CALIFORN
KLAMATH COU

FED. ROAD Div. No.	STATE	PR NU
10	OREGON	ST

Approx. Location Rock Outcropping
M.P. 258.6 ±
Const. Sta. 750+15

UPPER KLAMATH LAKE

Alarm System

925

6° R.C.

930

1°42'45" C.R.

785

6° R.C.

12'

12'

Fallout Area ± 17'

G.M. Barrier

Fatal Accident
Vehicle & Rock
Operator Keeling, Elvin Lee
Deceased Keeling, Billie Jo
Dalles-Calif Hwy
M.P. 258.63 Const. Sta. 780+8
Klamath County
6-14-75

L., VV.IVI.

MODOC POINT (UNITS C & D) SECTION
THE DALLES-CALIFORNIA HIGHWAY
KLAMATH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	STATE	

TH LAKE

Approx. Location Rock Slide Reading Canyon M.P. 258.63 Const. Sta. 780+55

1

6

7

6° R.C.

80

930

1°42'45" C.R.

785

6° R.C.

935

12'

12'

Eq. Mount Area

Rock Slide

G.M. Barrier

3

5

Fatal Accident
Vehicle & Rock
Operator Keeling, Elvin Lee
Deceased Keeling, Billie Alvie (Son)
Dalles-Calif Hwy
M.P. 258.63 Const. Sta 780+88
Klamath County
6-14-75

1°42' C.R.
To 55°28'15"
Ts 1985.77'
e 0.050'/ft

Fatal Accident
Photos of Accident Scene
Keeling, Bill Alvie
June 14, 1975
The Dalles-California Highway
M. P. 258.13
Const. Engr. Sta. 780+88

Photos taken by John L. Gunter, District Engineer, Oregon State Highway Division, Klamath Falls, on June 14, 1975, 9:30 a.m.

1. View looking northeasterly shows rock slope area where it is assumed to be the area the rock traversed that struck the Keeling camper.

2. View looking northerly shows small rock gouge mark in pavement approximately center of northbound lane. It appears this is the location where the rock which struck the camper landed after exiting the rear of the camper.

3. View looking northerly shows a rock gouge mark which is 22.5 feet north of gouge mark in photo 2. It is assumed this is where the rock came to rest after exiting the camper and then was hit by a vehicle operated by Mr. Raymond Steve Grundhauser.

4. View of rock which is assumed to be the one which struck the Keeling camper and was later struck by the Grundhauser vehicle. The rock was covered with oil. It was removed from roadway by unknown party.

5. Same as No. 4.

6. Same as No. 4 & 5.

7. Photo taken 362 feet southerly of accident scene. View looking northerly shows alignment, surface conditions, G.M. rail, fall out area and rock slope.

8. Photo taken 160 feet southerly of accident scene. View looking northerly shows same items as No. 7 except closer to scene.

9. View looking northerly from where Photo No. 2 was taken shows oil marks left by Grundhauser vehicle after striking rock.

10. View looking northeasterly showns rock slope area. Photo taken in center of northbound lane.

11. View looking north easterly shows upper half of rock slope area at accident scene. Photo taken from westerly side of highway.

12. View looking northerly at accident scene shows material behind G. M. rail in fall out area.

Name	Age	Sex
Keeling, Elizabeth Theresa	33	Female
Keeling, Jimmie Lee	14	Male
Keeling, Richard Anthony	10	Male
Keeling, Sara Jane	15	Female
Keeling, Many Lynn	3 mo.	Female

All of the above have an address of 2110 South 6th Street
Wapato, Washington

Jerome, Loretta (none) 21 Female
Address: Route 2, Box 2024, Wapato, Washington

Keeling, Bill Alvie (Deceased) 11 Male (DOB 11-30-63)
Address: 2110 South 6th Street, Wapato, Washington

As near as can be determined, vehicle no. 1 was northbound on U. S. 97 near Mile Post 258.63. A rock approximately fourteen (14) inches in diameter came rolling down the steep slope on the easterly side of the highway and bounced over the concrete barrier. The rock struck the right front corner of the camper shell piercing the wall and knocking the victim off the bunk where he had been resting. The rock exited the rear of the camper removing the rear camper door. Operator of vehicle no. 1 stopped and checked the victim, then immediately took the victim directly to the hospital in Klamath Falls. At approximately 7:55 a.m., Dr. Peden pronounced the victim dead.

While State Police Officer Coleman was at the hospital, he took photos of vehicle no. 1. The writer did not inspect vehicle no. 1 as it and the rock had been removed prior to arrival at the scene. Writer did get a quick view of it as it went north to Washington while writer was conducting an investigation at accident scene.

Writer has requested State Police to furnish copies of photos of vehicle no. 1 which will be forwarded.

State Police Officer Coleman informed the writer that the operator of vehicle no. 1 stated in substance that they had stayed all night at Hagelstein County Park which is about 4.5 miles south of accident scene. They were traveling north on U. S. 97 at approximately 35 m.p.h. when he observed the rock coming down the mountain and felt it hit the vehicle, but he was to close to avoid it. He then turned around and took his son to the hospital at Klamath Falls. Other witnesses in vehicle no. 1 state substantially the same as the operator of vehicle no. 1.

Shortly after the Keeling accident, a second accident occurred. As near as can be determined, a vehicle northbound operated by Grundhauser, Raymond, DOB 9-24-31, address 1600 77th N. E., Bellview, Washington, hit the rock which fell out of the Keeling camper tearing out his oil pan.

Writer notified the following: John Sheldrake, Maintenance Service Engineer in Salem; Robert T. Holman, adjuster in Eugene for Chubb/ Pacific Indemnity; R. C. Pool, Assistant Regional Engineer in Bend.

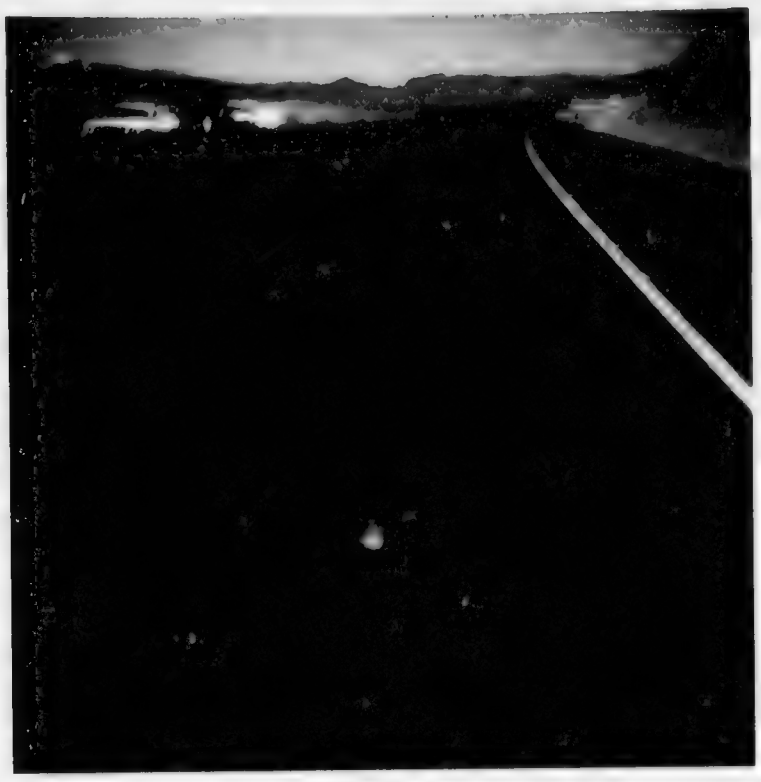
Weather was clear, road surface dry, wind was calm, accident happened during daylight hours.

The area is bracketed each direction with large rock signs including overhead-span wire rock signs and amber flashers. Following is the location of rock signs and 45 mph riders attached underneath and flashers:

Mile Post	Northbound	Southbound
257.86		Span-mounted flasher & sign 60 inch "Rocks Next 9 Miles"
258.37		48 inch "Rocks" & "45 mph" rider
258.84	48 inch "Rocks" & "45 mph" rider	
259.50		48 inch "Rocks" & "45 mph" rider
259.86	48 inch "Rocks" & "45 mph" rider	
260.26		48 inch "Rocks" &"45 mph" rider
261.00	48 inch "Rocks" & "45 mph" rider	
262.17		48 inch "Rocks" & "45 mph" rider
262.85	48 inch "Rocks" & "45 mph" rider	
265.64		48 inch "Rocks" & "45 mph" rider
267.05	Span-mounted flasher & sign 60 inch "Rocks Next 9 Miles"	

PHOTOS
Fatal Accident
The Dalles-Cal: rnia Highway
M. P. 258.13

1

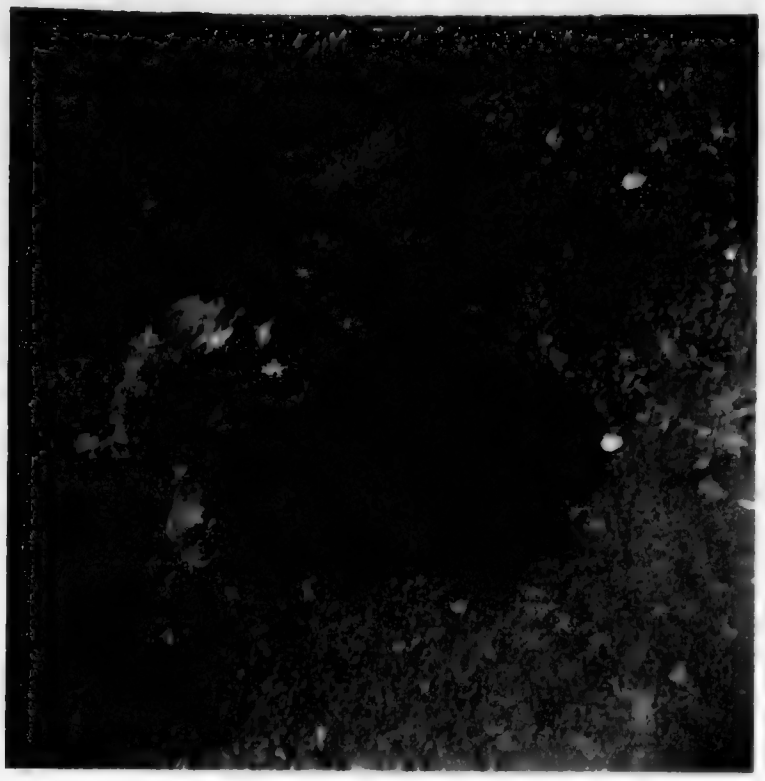


2

3

4

PHOTOS
Fatal Accident
The Dalles-Cal.. rnia Highway
M. P. 258.13



5

6

7

8

PHOTOS
Fatal Accident
The Dalles-Cal rnia Highway
M. P. 258.13

9

10

11

12

8274

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 25, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Project Finance Approval**
Modoc Point Section
The Dalles-California Highway
Klamath County

There are four rockfall areas that have been creating a hazard between Modoc Point and Shady Pine Road on The Dalles-California Highway in Klamath County.

Two Units (C and D) of this rockfall area were contracted in September of 1973 and completed in November of 1974. This work (covering 0.64 mile) involved constructing 20-foot to 30-foot fallout areas, slope benches and concrete shoulder barriers. Units A and B were contracted in May of 1975 and are scheduled for completion in the spring of 1976.

At two critical locations, one each on Units C and D, the fallout areas and concrete barrier have not prevented two rocks from reaching the roadway. One of the rocks caused a serious accident. As a result, we are making an immediate review of the need for additional protection. While safety measures have not been fully identified, they may include:

1. Construction of a barrier fence to extend approximately six feet above the G.M. Barrier.

2. Installation of a mesh rock screen on two rock slopes.

3. Placement of a sand blanket in the fallout area to absorb the energy of falling rocks.

4. Move the roadway to increase the width of the fallout area.

The estimated cost for the work is about $300,000.

I recommend contracting this project as soon as possible and request your authorization to proceed utilizing Federal Aid where applicable and State Construction funds for any necessary work not eligible for Federal Aid.

This matter will be on the agenda for your consideration at the June 30 meeting.

bc: C. W. Head
A. E. Johnson
R. L. Schroeder
L. W. Rullen
J. H. Versteeg
Jack Graham
George M. Baldwin
E. S. Hunter
H. S. Coulter
V. E. Skoog
Gary Sund
Carl Williams

JHV:jh srb

8279

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

June 20, 1975

FILE: MAI 12-11

FROM: Carl M. Williams
Regional Engineer

TO: E. S. Hunter
Asst. State Highway Engineer

SUBJECT: Proposed Rockfall Protection
Modoc Point
The Dalles-Calif. Hwy

This proposal is a minimal suggestion for attempting to control hazardous rockfalls in this area.

The ultimate solution is to cross the railroad twice and place the highway on a fill in Upper Klamath Lake. An alternate solution would be to build tunnel shelters over the highway in the rockfall areas. This would direct all the falling rock onto the railroad.

On the present alignment, remember, our facility lies below a ridge line that is a mile away. It is downhill all the way from this ridge line.

All our efforts in the million dollar revision at Units "D" and "C" of the recent Modoc Point job were to control the rolling rocks within our cut-line. Actually, under that contract, we removed enough rock to create a reasonable fallout area. We then installed a G. M. Rail to contain the fallout rock. With but few exceptions, the plan has worked very well, containing all but three or four rocks that have gone beyond the G. M. Rail. Of course, the fatal rock at Unit "D" is one of the exceptions.

The proposals made here are as follows:

Unit "D"

(1)	Place wire netting on two chutes that have rockfall activity.	
(2)	Mount 450 lin. ft. of wire screening near G. M. Barrier to catch small fast-rolling rocks and stop them from entering roadway.	$22,400
(3)	Scarify and plow the now hard fallout area and add two-foot of loose sand for attenuation.	13,500
(4)	Move centerline to old alignment and relocate existing G. M. Rail. This increases fallout area from 17' ± to 35'-40' ± at the widest spot.	40,000
		9,000
	TOTAL, UNIT "D"	$85,000

NOTED
E. S. HUNTER
7-3-75
cc: Verstteeg

RECEIVED
JUN 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Unit "C"

(1)	Mount 350 lin. ft. of wire screening near G. M. Barrier to catch small fast-rolling rocks.	$10,500
(2)	Scarify and plow the now hard fallout area, add two-foot of loose sand for attenuation.	35,000
	TOTAL, UNIT "C"	$45,500
	TOTAL, UNITS "C" & "D"	$130,500

State forces could do the sand work and install the wire screening after it was fabricated, but the hanging of the wire netting would be beyond state force capabilities.

If the centerline of Unit "D" was moved, this would require the moving of the G. M. Rail. This work could be handled by state forces provided we rented a special lifting device.

CMW:mr

enclosures

cc: J. L. Gunter

PROPOSAL

This proposal would contain the installation of a rock screen in two areas (chutes) of Unit "D" and the installing of 450 feet of fence on Unit "D" and 350 feet of fence on Unit "C".

The rock screen would be in two areas of approximately 100' width by 250' slope distance and installed according to Attachment 1.

Attachment 1

The rock protection fence would be directly behind the barrier but independent of same to allow for easier barrier replacement and a more solid fence installation.

The fence should be 6-foot above the top of the barrier with a 30-degree angle toward the rock face. The posts should be set in solid rock or concrete for stability and could be reinforced between posts above original ground. Two 2" x 12" planks installed as a bulkhead just above the ground line and anchors from the angled posts should be considered. See sketch of end view for changes and also previous project data for the rest of the design.

Attachment 2

In conjunction with this, it is proposed that State forces could be used to place two feet ± of sand material in the fallout area and replacement for the existing earth and rock berm behind the barrier. The existing fallout ditch is now solid rock which acts as a catapult which projects objects over the barrier. Using sand would soften the force of the projective and act as a deterrent for bouncing material.

Total cost of these items is estimated at $130,500 without any additional items considered.

Further work could be done on Unit "D" by returning the highway alignment to the old area toward the river and increase the fallout area from 17' ± to 35' - 40' in the major fallout areas.

GRADING & PAVING

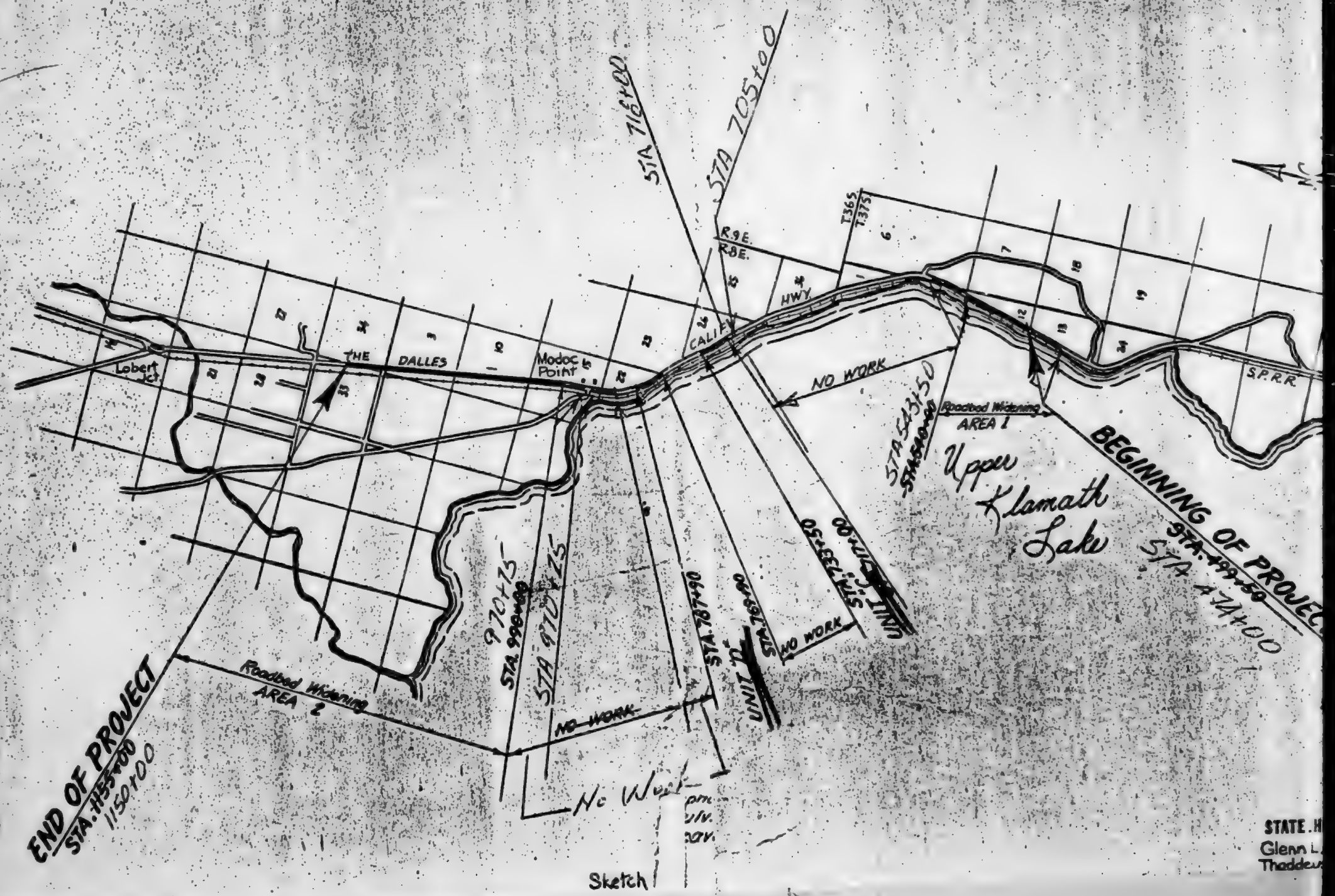
MODOC POINT (UNITS C & D) SECTION

THE DALLES - CALIFORNIA HIGHWAY

KLAMATH COUNTY

JUNE, 1973

6 } Temporary Protection & Direction of Traffic
505 }
- Misc. Structures
- Conc. Shoulder Barriers
6 & 7 } Bin Type Retaining Wall
A - C.M.P. Details
-A } Guard Rail
-B }
- Guide Posts



STATE . H
Glenn L.
Thaddeu

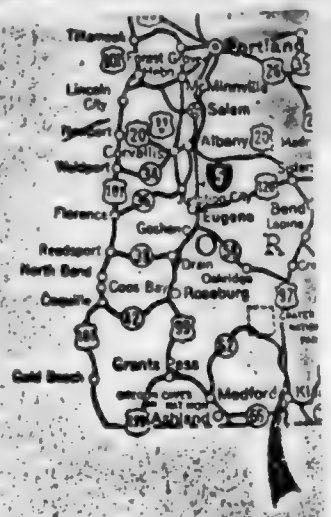
GRADING & PAVING

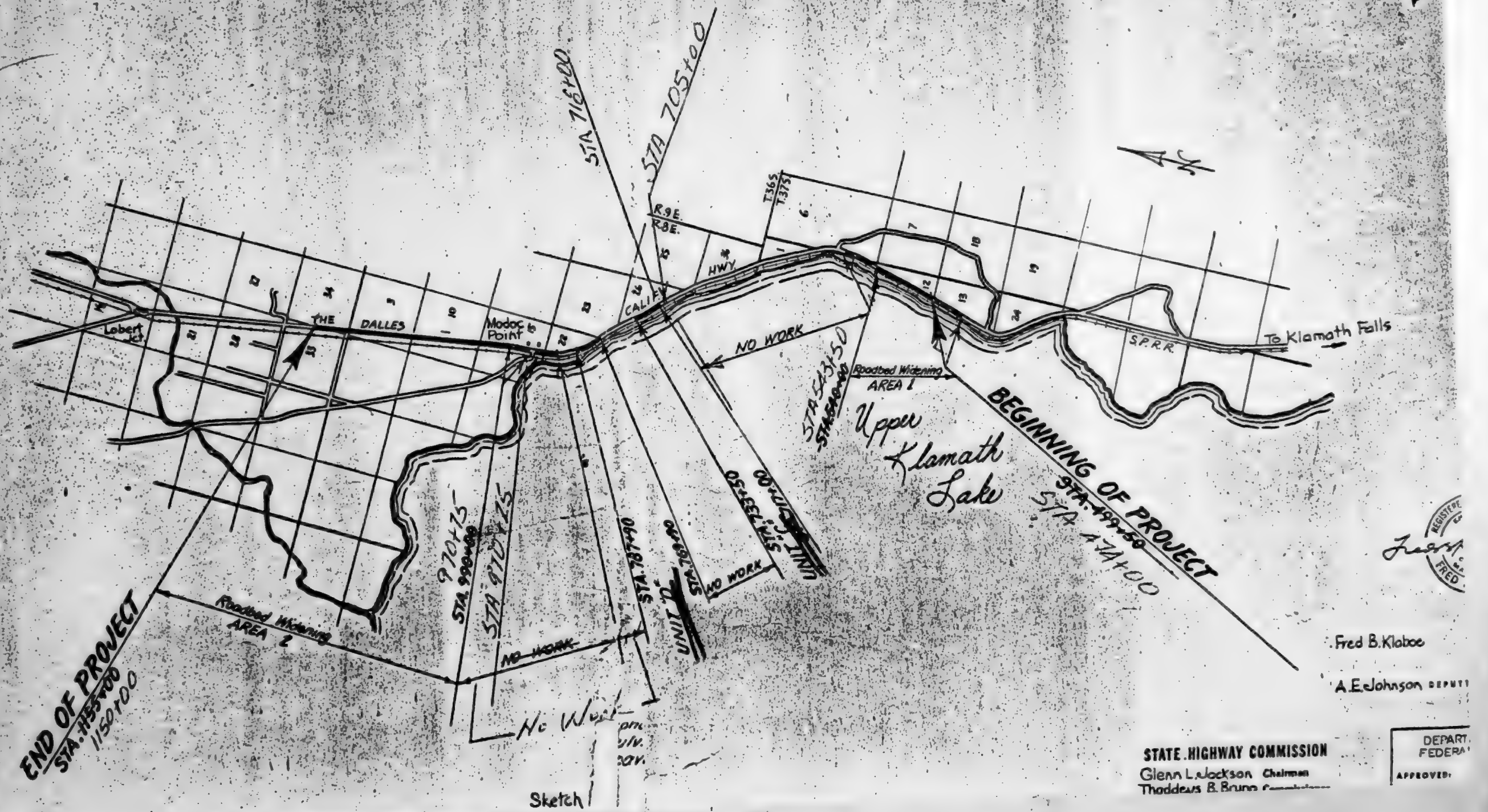
MODOC POINT (UNITS C&D) SECTION

THE DALLES - CALIFORNIA HIGHWAY

KLAMATH COUNTY

JUNE, 1973





Fred B. Klaboe

A. E. Johnson DEPUTY

STATE HIGHWAY COMMISSION

Glenn L. Jackson Chairman

Thaddeus B. Bruno Commissioner

DEPART. FEDERA

APPROVED:

SEC. 22 T. 36S., R. 7E., W.M.

UNIT "D"

MODOC PO
THE DAL

FED. ROAD Div. No.	
10	C

R/W 500' Sp. S 6°15'

400' Sp. S 4°00' a. 0.5

R/W 798+78 P.C.S.

R.R. R/W

Hwy. & R.R. R/W

R/W 803+78 P.T. Bk. = EQUA. R/W 919+37.3 P.O.T. Ah.

UPPER KLAMATH LAKE

R.R. Alarm System

6" R.C.

1°42'45" C.R.

6" R.C.

Rock Screen

CONST. ℄

R/W ℄

R/W

768+17.72 P.C.S.

772+17.72 P.T.

772+37.04 P.S.

R/W 920+30.6 P.S.

425' Sp. S 3°36'48" a. 0.4

R/W 400' Sp. S 3°20'

R/W 924+30.6 P.S.C.

776+60.77 P.S.C.

1°40' C.R. To 55°09'30" To 1996.6'

R/W

UNIT "D"

STA. 787+90

4+98.80

6+98.80

Match Exist. Point

-0.100

No. V.C.

+0.140

Match Exist. Point

-0.490

600' V.C.

Ground Line @ ℄

6+90

6+80

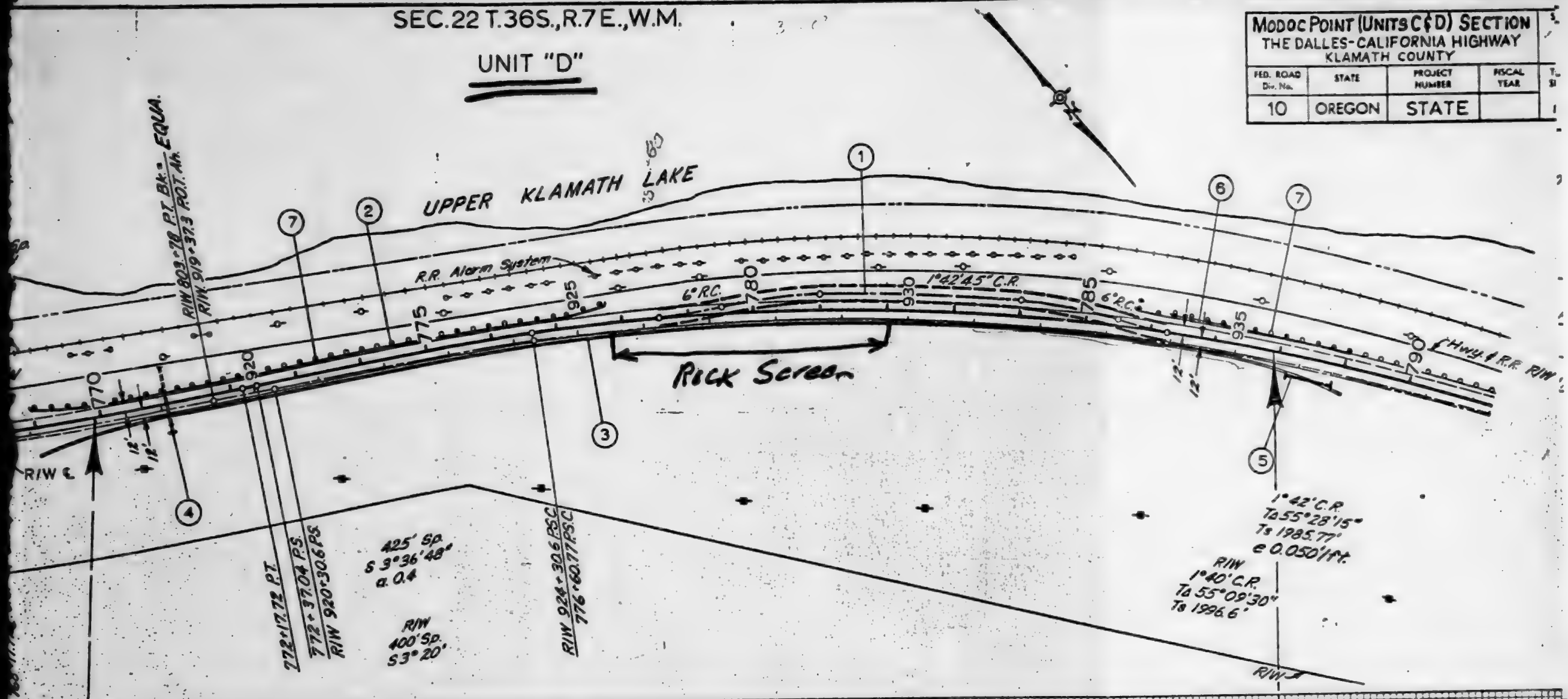
6+70

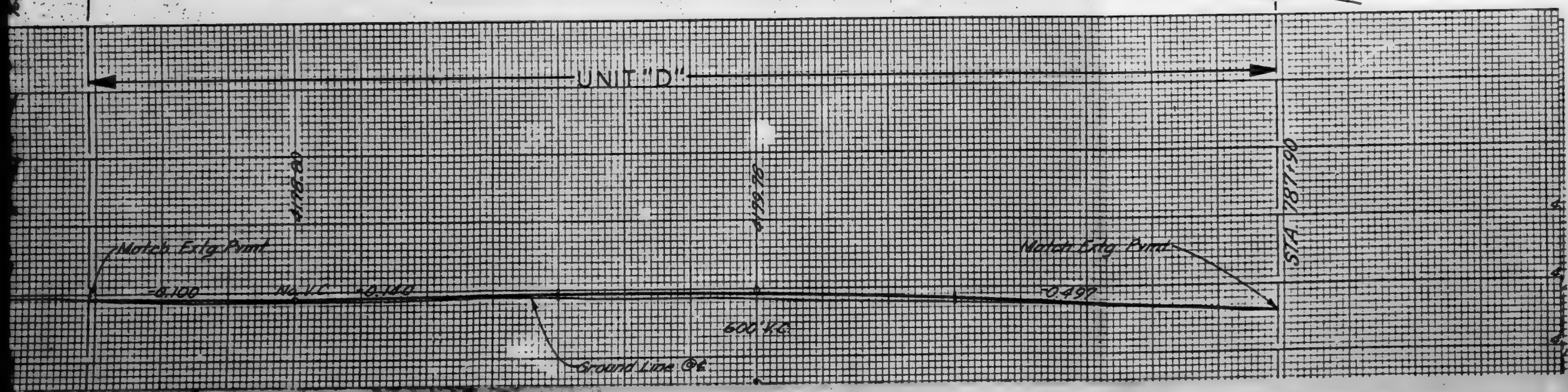
11V-164

SEC. 22 T. 36S., R. 7 E., W.M.

UNIT "D"

MODOC POINT (UNITS C & D) SECTION THE DALLES-CALIFORNIA HIGHWAY KLAMATH COUNTY			
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	STATE	





SEC.26 T.36S.,R.7E.,W.M.

UNIT "C"

MODOC POINT — THE DALLES — KLA…	
FED. ROAD Div. No.	ST…
10	ORE…

1°C.L
Ta 5°27'15"
Ts, 288.80'
Ts₂ 257.13'

"R/W"
1°18' C.L.
Ta. 6°46'00"
Ts 460.6'

"R/W"
400' Sp.
S 2°36'
a. 0.325

2°C.L.
Ta 6°00'00"
Ts 150.14'
e 0.060'/ft.

UPPER KLAMATH LAKE

R.R. Alarm System

S.P.R.R.

R.R. R/W

Hwy. & R.R. R/W

CONST. ℄

R/W ℄

712+69.67 P.S.C.

"R/W" 745+63.0 P.S.C.

"R/W" 746+83.5 P.C.S.

716+55.92 P.C.C.

"R/W" 750+83.5 P.T.

719+55.92 P.R.C.

"R/W" 764+09.5 P.S.

Rock Screen

745 715 750 720 755 725 760 730 765

12' 12'

R/W

2°C.R.
Ta 10°00'00"
Ts 250.64'
e 0.060'/ft.

"R/W" 754+54.7 P.S.

"R/W"
400' Sp.
S 8°00'
a. 1.0

224+55.92 P.C.C.

"R/W"
4°C.R.
Ta 18°32'
Ts 434.3'

"R/W" 758+54.7 P.S.C.

"R/W" 759+80 P.C.S.

3°C.R.
Ta 13°55'35"
Ts 233.26'
e 0.080'/ft.

229+20.13 P.T.

"R/W"
400' Sp.
S 8°00'
a. 1.0

"R/W" 783+80 P.T.

231+48.55 P.S.

UNIT "C"

STA 417+00

STA 733+20

4200

4190

Match Ertg. Pvmt.

-0.480

-0.643

Profile Grade @ ℄

4192.50

-0.200

300' V.C.

Match Ertg. Pvmt.

MODOC POINT (UNITS C & D) SECTION THE DALLES - CALIFORNIA HIGHWAY KLAMATH COUNTY			
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	STATE	

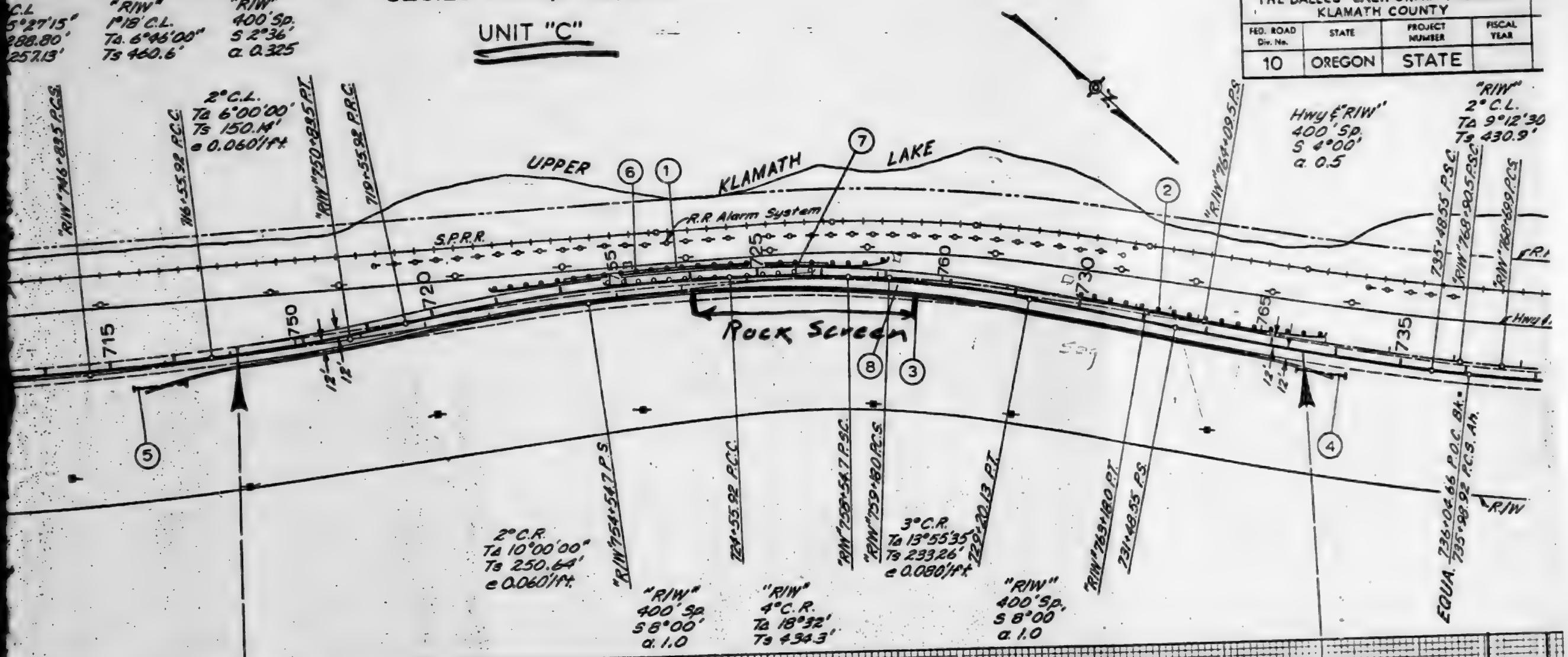
SEC. 26 T. 36 S., R. 7 E., W.M.

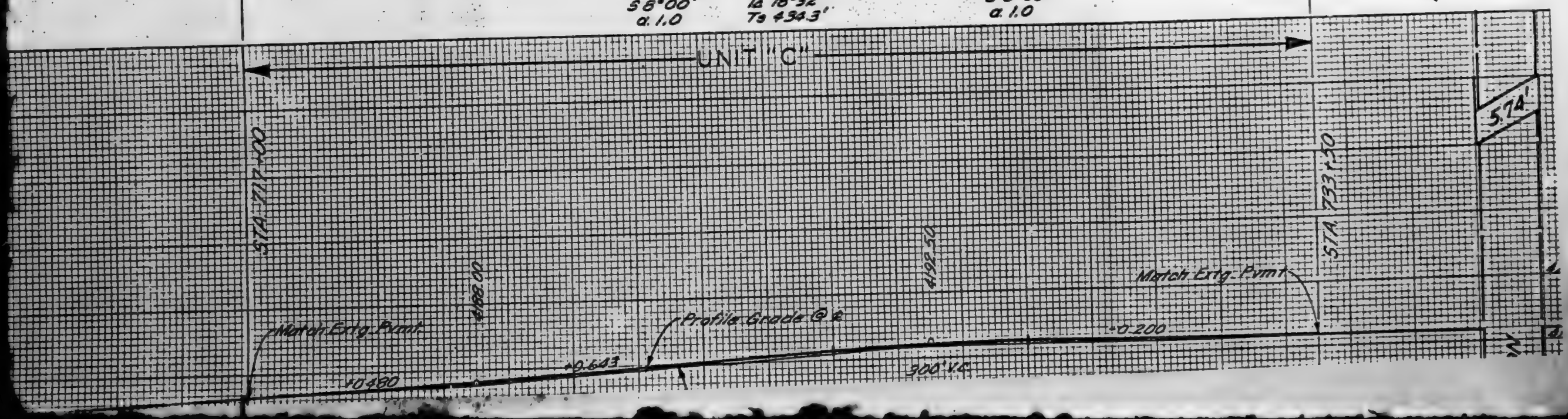
UNIT "C"

C.L.
5°27'15"
288.80'
257.13'

"R/W"
1°18' C.L.
Ta 6°46'00"
Ts 460.6'

"R/W"
400' Sp.
S 2°36'
a 0.325



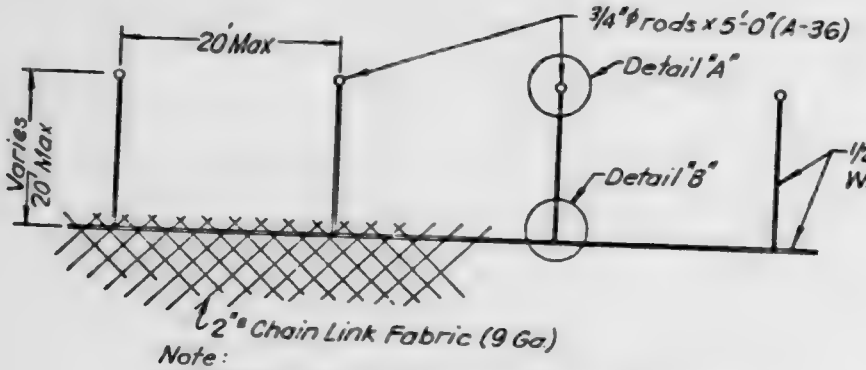


ATTACHMENT 1

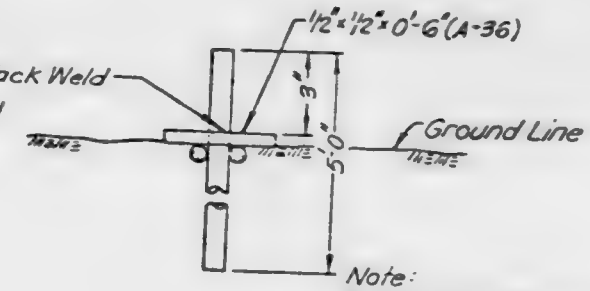
4.2'

-facing

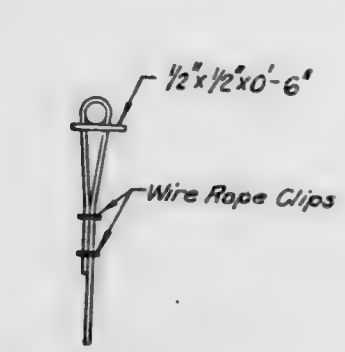
N. PORTLAND BLVD.-CAPITOL HWY. SEC. PACIFIC & STADIUM FREEWAY HIGHWAYS MULTNOMAH COUNTY				SHEET No. 2A-1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6(70)296		See Index



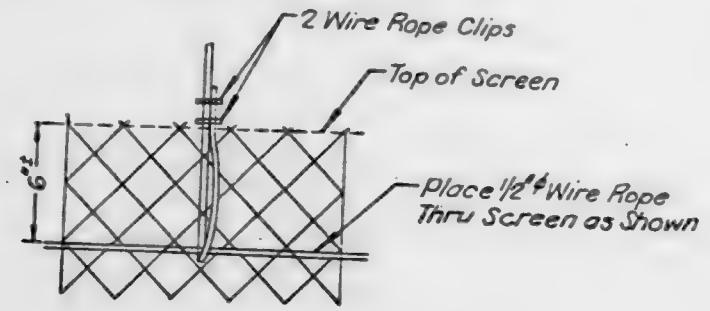
Note:
Lap Mesh 3 Full Diamonds at Each 12' Section.
Fasten With 9 Ga. Ring Fasteners at 5' Spacings.



3/4"ϕ ROD DETAIL

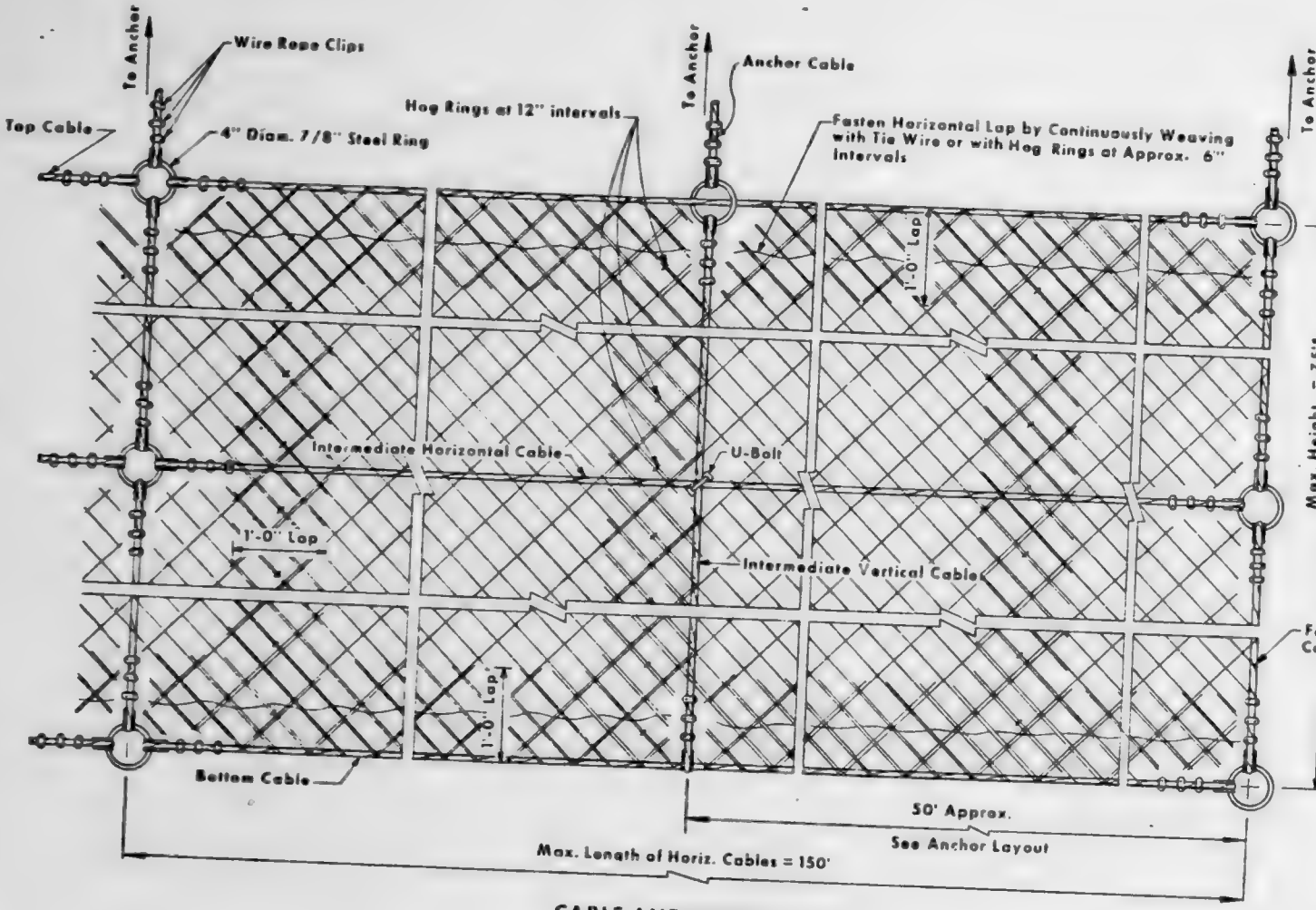


DETAIL "A"



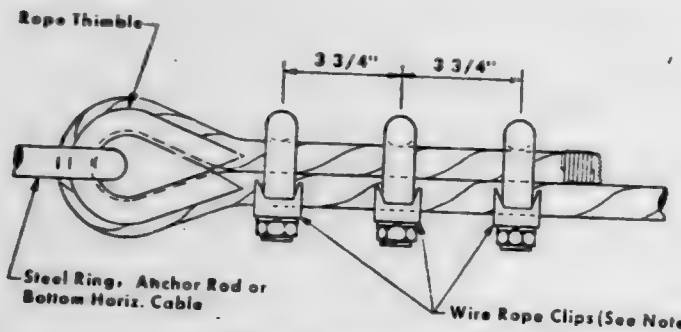
DETAIL "B"

ROCK CURTAIN SCREEN INSTALLATION DETAIL

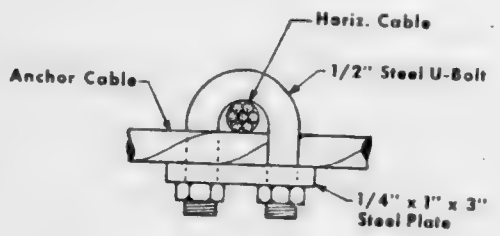

To Anchor
Wire Rope Clips
Top Cable
4" Diam. 7/8" Steel Ring
Hog Rings at 12" intervals
To Anchor
Anchor Cable
Fasten Horizontal Lap by Continuously Weaving with Tie Wire or with Hog Rings at Approx. 6" Intervals
To Anchor
1'-0" Lap
Intermediate Horizontal Cable
U-Bolt
1'-0" Lap
Intermediate Vertical Cable
1'-0" Lap
Bottom Cable
Max. Height = 75'*
Omit Intermediate Horizontal Cable When Height is Less Than 50'
*Reduce 1' For Each 50' of Anchor Cable.
Fasten Mesh to Vertical Cables by Continuously Weaving with tie Wires
50' Approx.
See Anchor Layout
Max. Length of Horiz. Cables = 150'

CABLE AND MESH DETAILS

HOG RING
Use for Lap Connections of Wire Mesh Mats



CABLE CONNECTION



U BOLT
Use to Clamp Intermediate Horiz. Cables to Vertical Cables

NOTE:

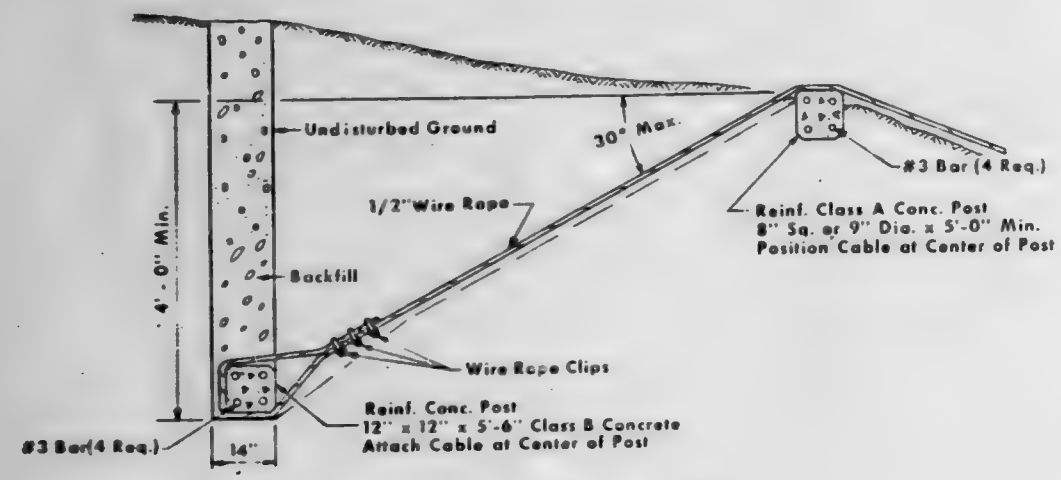
The Contractor may provide two twin base cable clips at 3 inch center in lieu of the three U-bolt type cable clips as shown.

STANDARD

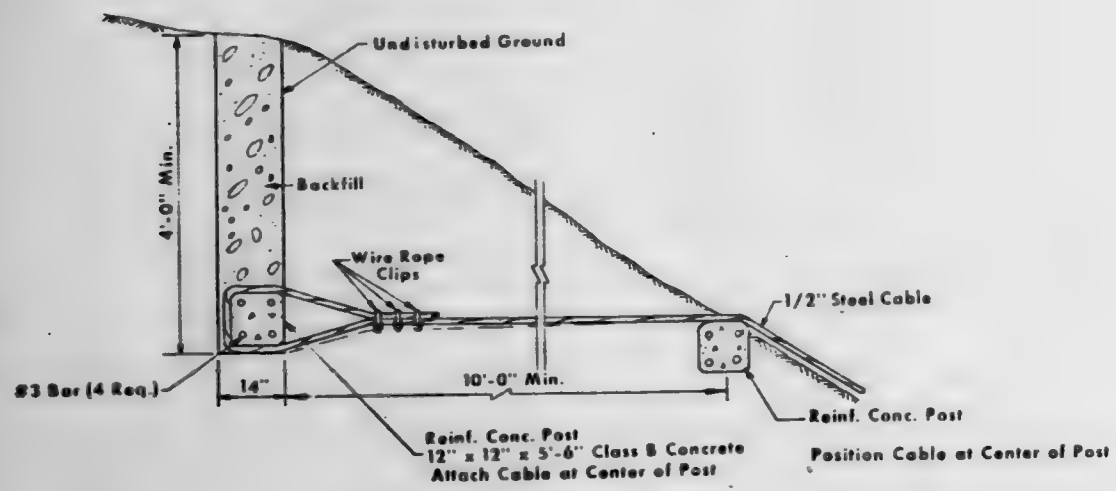
WIRE MESH SLOPE PROTECTION

Washington State Department of Highways

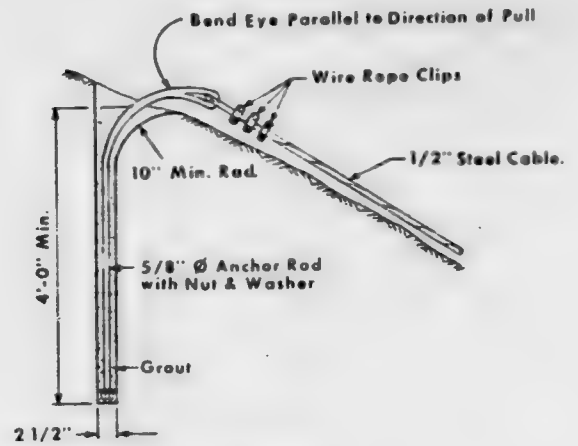
1974 Edition



TYPE 1 ANCHOR
(For use in earth)



TYPE 2 ANCHOR
(For use in combined earth and rock)



TYPE 3 ANCHOR
(For use in solid rock)

NOTE:

The Contractor may provide two twin base cable clips at 3 inch center in lieu of the three U-bolt type cable clips as shown.

STANDARD

WIRE MESH SLOPE PROTECTION ANCHORS

Washington State Department of Highways

1974 Edition

D-14b

R

With the exception of granular backfill material, as called for by the plans, and embankment materials placed between shoulder barriers between Stations "CH4" 492+27 and "CH4" 494+50, payment when made at the contract unit price for the items "Concrete Median Barriers" and "Concrete Shoulder Barriers" shall include payment for excavation and backfill required in the construction of median barriers and shoulder barriers as called for by the plans and for reinforcing steel (either wire mesh or steel bars), dowels, dowel caps, sleeve nuts for bridge anchor bolts, metal pipe sleeves for glare screen posts, and all other materials, equipment, tools and labor involved in construction of the concrete median barriers and shoulder barriers, as specified.

ROCK CURTAIN SCREEN

Scope - The work shall consist of the construction of a chain link fabric curtain screen on the rock cut slope between Stations 122+50 and 132+20 in accordance with details shown on the plans and as specified in these specifications.

The rock curtain screen shall consist of 2-inch mesh chain link fabric laid on the slope and held in place with 1/2-inch wire rope and 3/4-inch steel rods driven into the ground.

Materials - The 2-inch mesh chain link fabric shall be fabricated from 9-gage wire and shall meet the requirements of subsection 710.12 of the standard specifications.

The 3/4-inch steel rods shall conform to the requirements of ASTM A 36.

The steel hog ring fasteners and the wire rope clips shall be commercial quality and shall be galvanized.

Construction - The new rock curtain screen shall be attached to the existing rock curtain screen in the same manner as that detailed on the plans for fastening the individual panels of the new rock curtain screen together.

The 3/4-inch steel rods shall be placed in the ground as indicated on the plans or as directed by the engineer to provide a firm anchor for holding the rock curtain screen in position. Drilling and grouting shall be performed as required to firmly anchor the rods.

R

N. Portland Blvd.-Capitol Hwy. Section

Measurement - The quantity of rock curtain screen to be paid for shall be the number of square yards to the nearest square yard, complete in place as specified. Measurement will be made of the chain link fabric actually used in the rock curtain screen as specified and accepted.

Payment - The accepted pay quantity, measured as provided above, will be paid for at the contract unit price per square yard for the item "Rock Curtain Screen", which price and payment shall be full compensation for furnishing all labor, materials, tools, equipment and incidentals for doing all work involved in constructing the rock curtain screen, complete in place, as specified.

SECTION 608 - PORTLAND CEMENT CONCRETE WALKS, DRIVEWAYS AND SURFACINGS

Portland cement concrete surfacings shall be constructed in conformance with Section 608 of the standard specifications, supplemented and/or modified as follows:

Welded Wire Fabric - Welded wire fabric shall conform to the requirements of subsection 709.02.

Exposed Aggregate Finish - Concrete surfacings indicated by the plans to have an exposed aggregate finish shall be finished in conformance with the following:

1. Tamp and screed flush to finish grade.
2. Hand seed immediately after screeding with 3/4" round washed pea gravel (free of foreign material) until entire surface is covered.
3. Embed aggregate into surface by patting with "DARBY" or flat side of 2X4.
4. Float surface until all aggregate is covered with grout, leaving no holes or openings in surface.
5. Round all edges of slab and along header boards with small radius edger before and immediately after aggregate has been embedded.

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

6-19-75
AB.

Rock Curtain Screen Material

List Prices.

10' Wide Chain Link Fabric, 9 gauge, 2" Mesh					2.3905 Lin Ft.
Hog Rings	9 gauge			$0.75 per lb. over 50 lb.	
Clips - Ties	9 gauge	Aluminum	6"x"	1.51 per 100	
Clips - Ties	9 gauge	Aluminum	8"x"	1.60 per 100.	
1/2" Galv. Wire - Steel Core			$ .66	Lin Ft.	
3/4 Anchor Bar	20 ft -	$6.00			
Cutting $0.35 per cut.					
5/8 Anchor Bar	20 ft -	$5.00			
Cutting $0.35 per cut.					

You can get prices from local rock man for drilling holes for anchor bars and add 50%. You can get an idea of time required to assemble from Portland Blvd time used.

Coates can probably give you cost for mounting posts on barrier and drill hole drilling on them.

Hope this helps Art B.

E-49

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

N. Portland Blvd - Capital Hwy Project.

Paid on Contract $23,000

Rock Cutting Screen 7683 sq yd was $14,000
or $3.00 per Sq. yd.

They kept costs and it cost contractor
for materials, no equipment cost or rent is in
that
material $8550.00
Labor 5580.00
$14,130

18 Day = (144 hours) estimated.

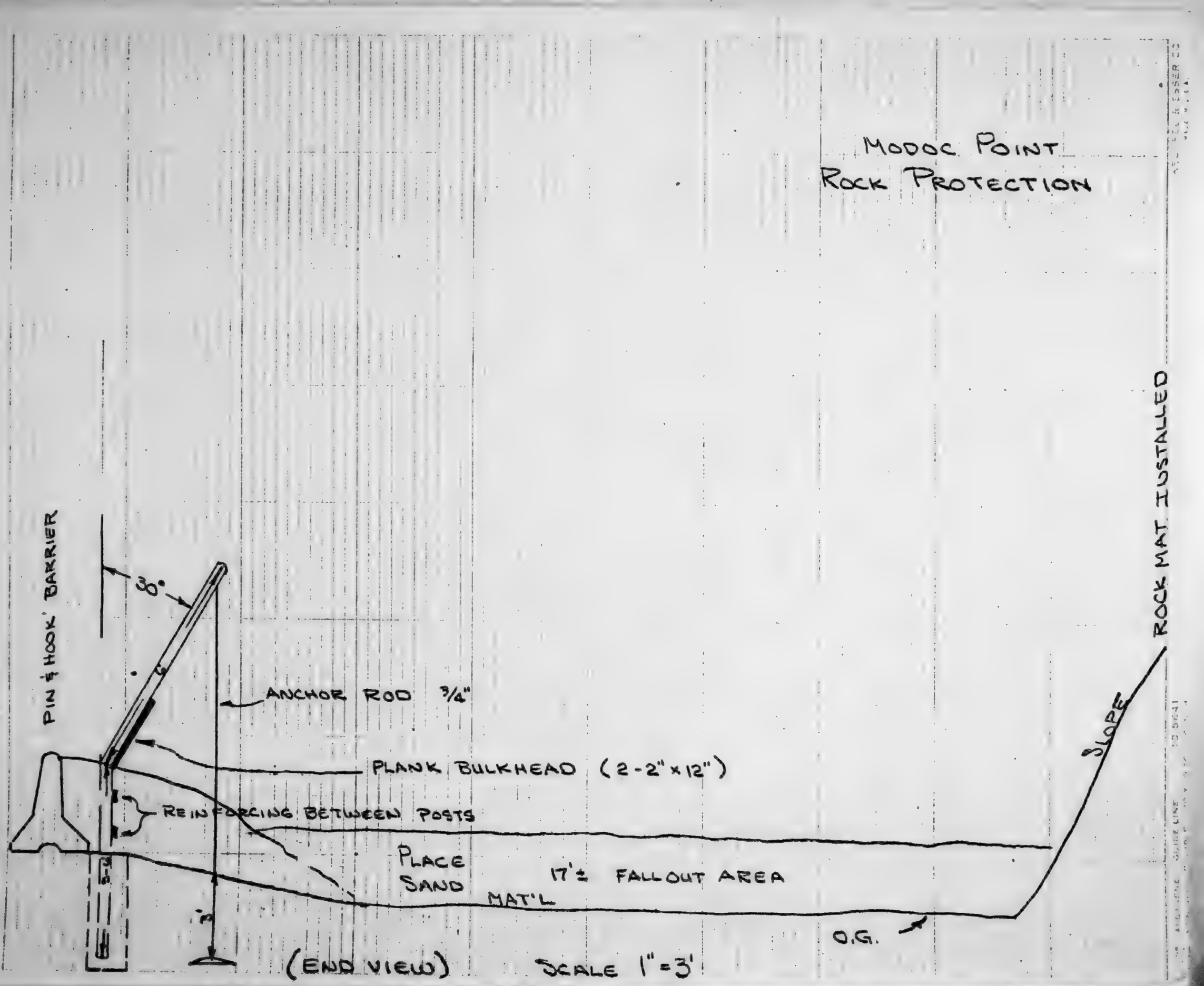
Man hours used for
1 - 10 ton truck with hydraulic
1 - 2½ ton Truck - 4 wheel
1 - Pickup
1 - Compressor
1 - Jackhammer

Need a bucket crane to lift men up and
hold while drilling and lift up screen assembly
Peter Kiewit Inc. did work on this steps and
can give you info on drilling and cutting. Columbia
Hwy - Gilliam - Baker Co yes).

ATTACHMENT 2

MODOC POINT
ROCK PROTECTION

MODOC POINT
ROCK PROTECTION



(END VIEW) SCALE 1" = 3'

Form E-49

This was put on Guard Rail, not Concrete Barrier

Court 8003 went for 20⁰⁰ lf for fence

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Guard Rail Bubs Hill - Lumic Area.
Bull Run
73'2 7-12-11

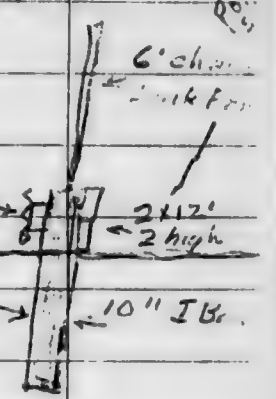
For E. Johnson Chain Link Slope Prot.

Slope Mat of 6' Chain Link (Price by Ct.)

Chain Link slope Mat Sq Ft. 1.75

Fence Barrier

6 Ft Fence - Post 12' space on I Beam anchors, 4X12 Plank bulkhead



6' link Fence with posts & Top Rail = 1.85 Lin. Ft.
6' 10" I Beam (25.4#) 152# @ 0.13 ÷ 12 = 1.65 " "
4X12 Plank 8 BF @ 0.20 = 1.60 " "
Guard Rail = 1.50 " "

set. I Beam 6" ÷ 12 = 0.50
Set Fence 6" ÷ 12 = 0.50
Plank. 4.8" ÷ 12 = 0.40
Rail 4.8" ÷ 12 = 0.40

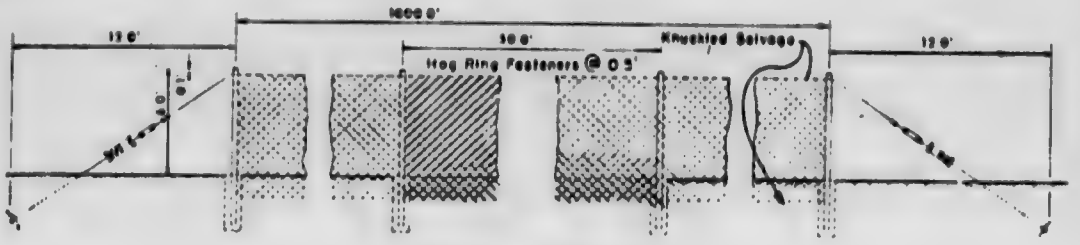
1.80
8.40 Lin. Ft.

Posts on 6' Fence 1.85
Barrier 1.30
Plank 1.30
Rail 1.50
Set 1.10

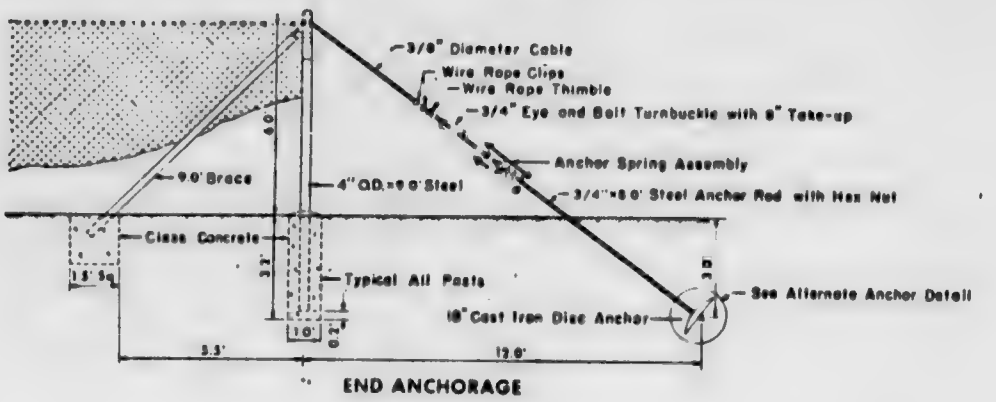
10 75

Contract # 8003
Garden Valley - Fairgrounds
Douglas Co.
$ 20.00 Lin Ft.

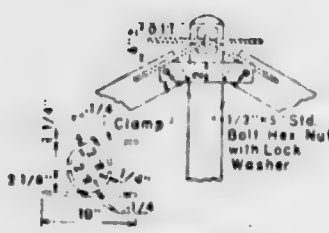
ROCK PROTECTION FENCE



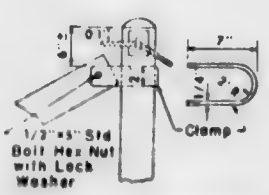
ELEVATION



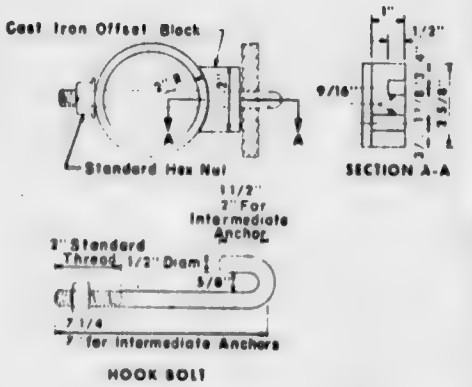
END ANCHORAGE



INTERMEDIATE ANCHORAGE BRACES

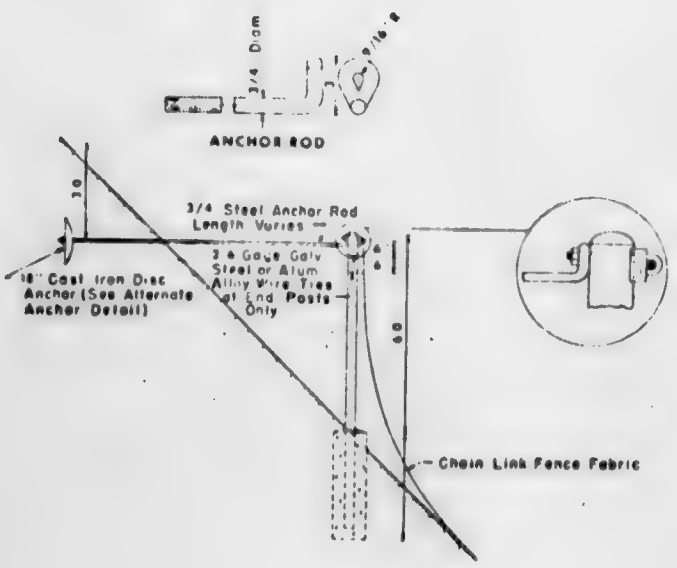


END ANCHORAGE BRACE

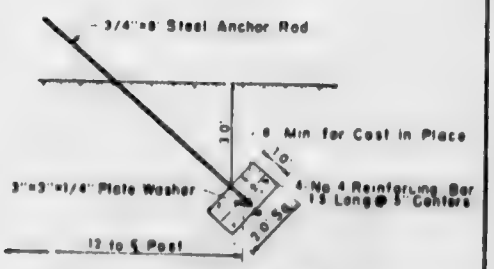


HOOK BOLT

BOLT & CABLE ATTACHMENT DETAILS


3/4 Diam
ANCHOR ROD
3/4 Steel Anchor Rod Length Varies
18" Cast Iron Disc Anchor (See Alternate Anchor Detail)
2 6 Gauge Galv Steel or Alum Alloy Wire Ties at End Posts Only
Chain Link Fence Fabric

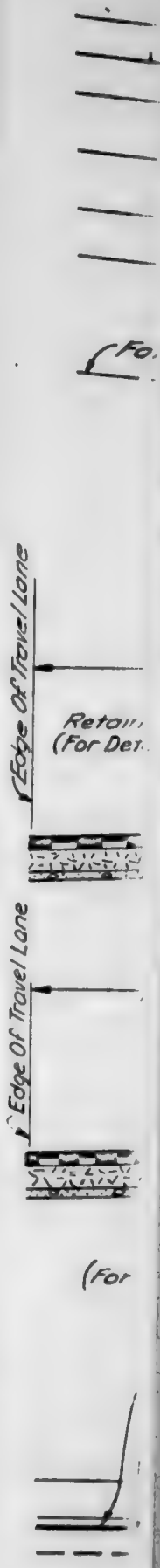
END VIEW

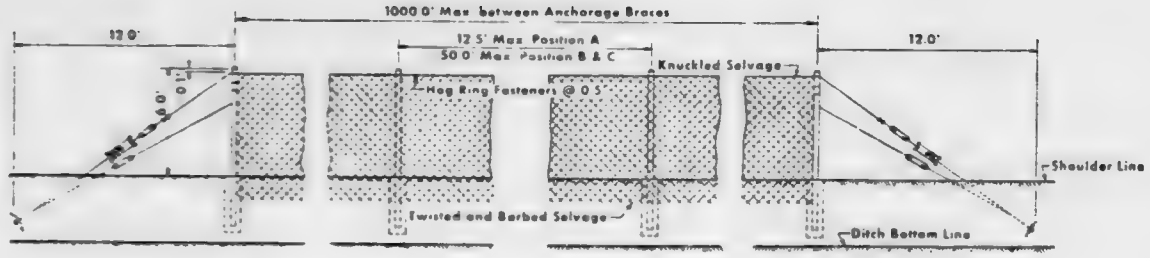


ALTERNATE ANCHOR DETAIL

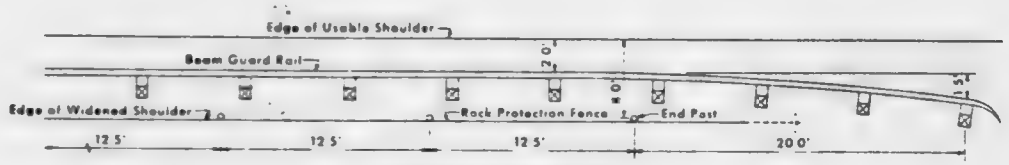
NOTES

The use of either type anchor shall be at the Contractor's option.
See Special Provisions for further requirements.

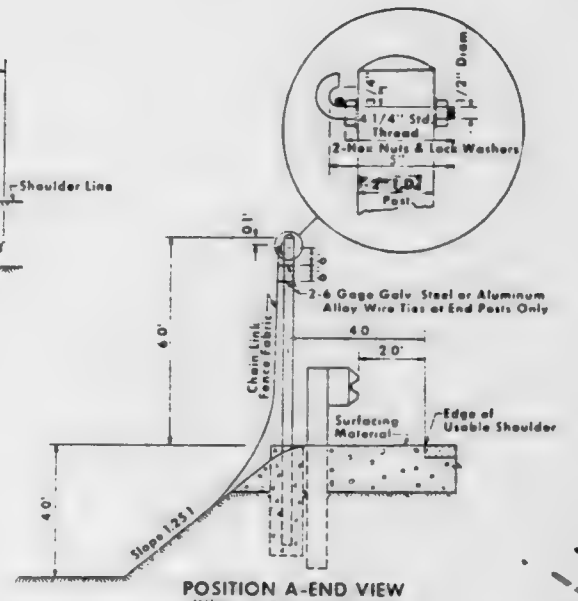




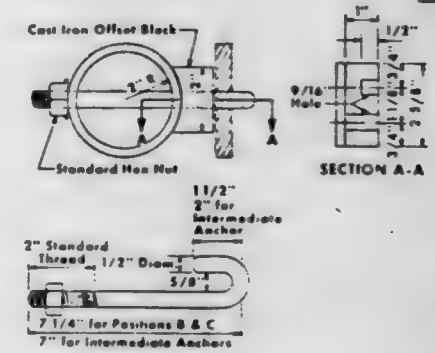
POSITION A-ELEVATION VIEW-LOOKING TOWARD ROADWAY FROM DITCH BOTTOM



POSITION A-PLAN VIEW
(Ultimate Design Stage 3)

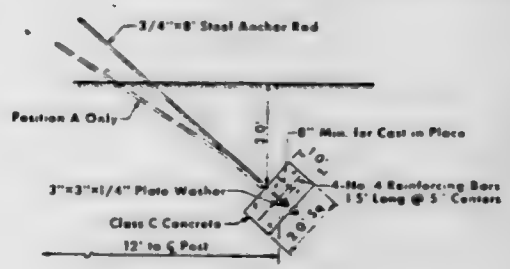

2-6 Gage Galv. Steel or Aluminum Alloy Wire Ties or End Posts Only
Chain Link Fence Fabric
Surfacing Material
Edge of Usable Shoulder
Slope 1.25:1

POSITION A-END VIEW
(Ultimate Design Stage 3)

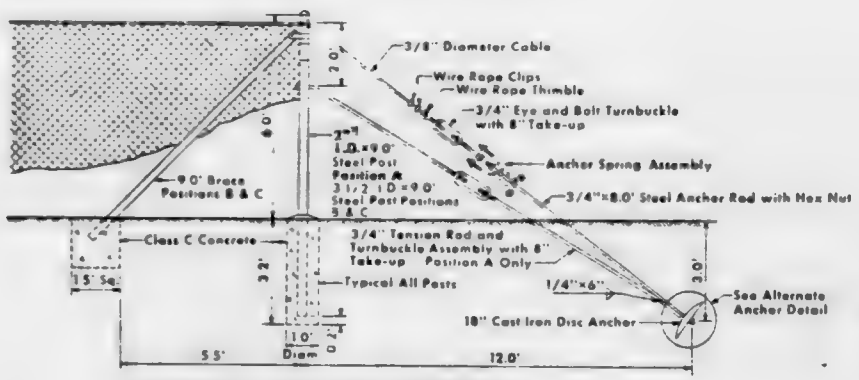


HOOK BOLT

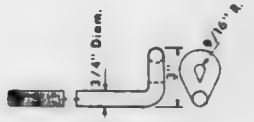
POSITION B & C-
BOLT & CABLE ATTACHMENT DETAILS


3/4"x8' Steel Anchor Rod
Position A Only
8" Min. for Cast in Place
3"x3"x1/4" Plate Washer
4-No. 4 Reinforcing Bars 15' Long @ 5" Centers
Class C Concrete
12' to ℄ Post

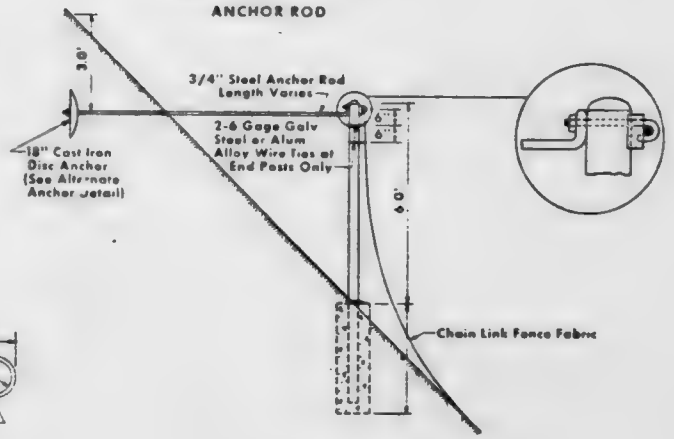
ALTERNATE ANCHOR DETAIL


3/8" Diameter Cable
Wire Rope Clips
Wire Rope Thimble
3/4" Eye and Bolt Turnbuckle with 8" Take-up
Anchor Spring Assembly
3/4"x8.0' Steel Anchor Rod with Hex Nut
9.0' Brace Positions B & C
7" I.D.x9.0' Steel Post Position A
3 1/2 I.D.x9.0' Steel Post Positions B & C
3/4" Tension Rod and Turnbuckle Assembly with 8" Take-up Position A Only
Class C Concrete
Typical All Posts
1/4"x6"
See Alternate Anchor Detail
18" Cast Iron Disc Anchor
10" Diam.
5.5'
12.0'

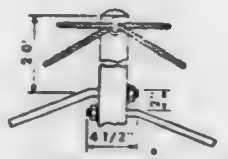
POSITION A, B OR C-END ANCHORAGE



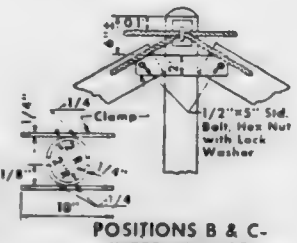
ANCHOR ROD


3/4" Steel Anchor Rod Length Varies
2-6 Gage Galv Steel or Alum Alloy Wire Ties at End Posts Only
18" Cast Iron Disc Anchor (See Alternate Anchor Detail)
Chain Link Fence Fabric

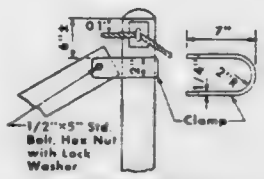
POSITIONS B & C-END VIEW



POSITION A-
INTERMEDIATE
ANCHORAGE BRACES



POSITIONS B & C-
INTERMEDIATE
ANCHORAGE BRACES



POSITIONS B & C-
END ANCHORAGE BRACE

NOTES:

The use of either type anchor shall be at the Contractor's option.

STANDARD

ROCK PROTECTION FENCE

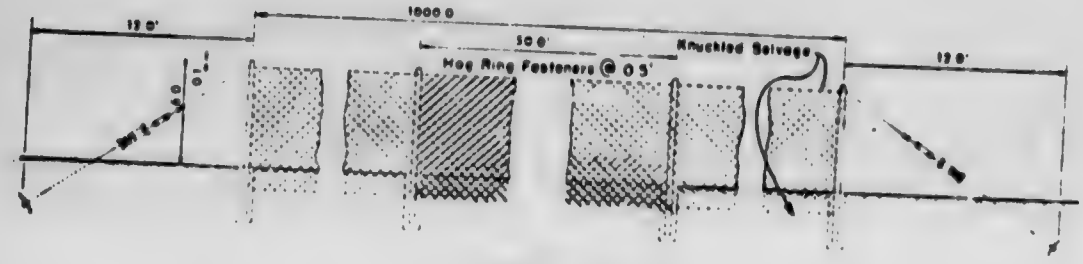
Washington State Department of Highways

1974 Edition

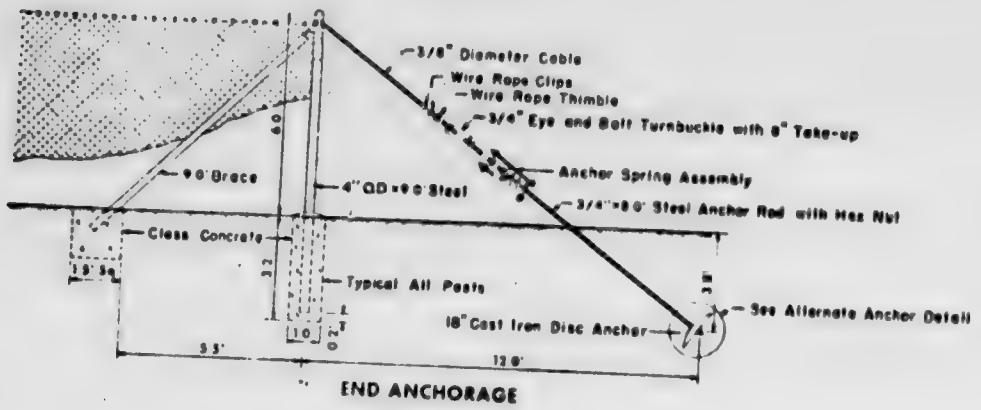
D-15.1

D-15.1

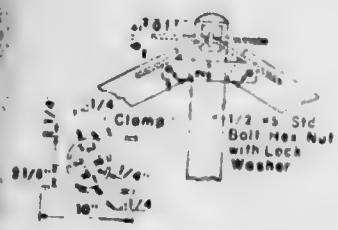
ROCK PROTECTION FENCE



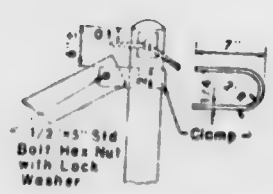
ELEVATION



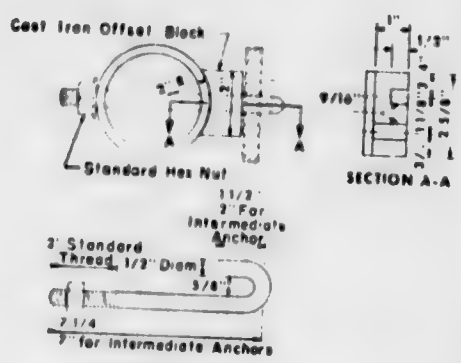
END ANCHORAGE



INTERMEDIATE ANCHORAGE BRACES

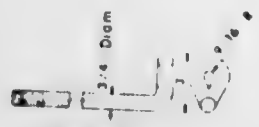


END ANCHORAGE BRACE

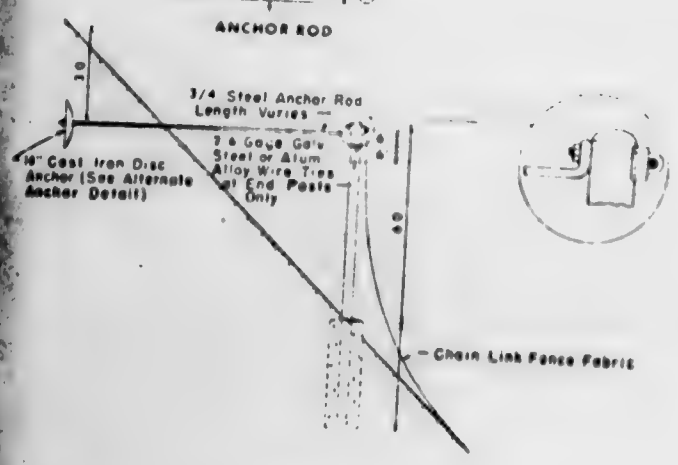


HOOK BOLT

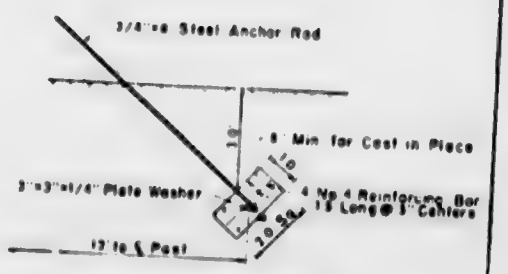
BOLT & CABLE ATTACHMENT DETAILS



ANCHOR ROD


3/4 Steel Anchor Rod Length Varies
18" Cast Iron Disc Anchor (See Alternate Anchor Detail)
9 Gage Galv Steel or Alum Alloy Wire Ties at End Posts Only
Chain Link Fence Fabric

END VIEW

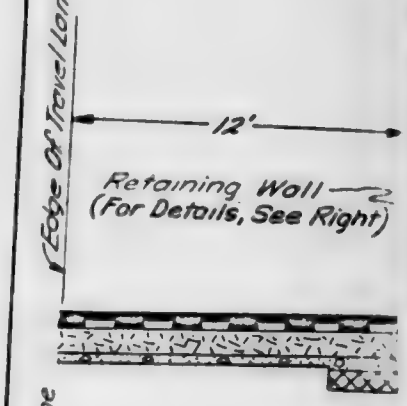


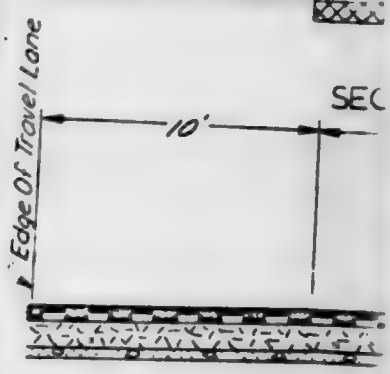
ALTERNATE ANCHOR DETAIL

NOTES

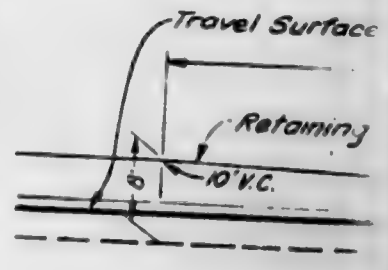
The use of either type anchor shall be at the Contractors option
See Special Provisions for further requirements

Fallout Area





SEC
(For Surfacing Deta



(b) Posts, braces and appurtenances for barbed wire and woven wire fence:

(b-1) Tubular steel posts - Tubular steel posts, braces and appurtenances shall conform to the requirements of AASHO M 181. Posts shall be fitted with snug-fitting galvanized metal cap.

(b-2) Other shapes - Post and braces for woven and barbed wire fence shall conform to the requirement of AASHO M 181 for zinc coated steel members except that in lieu of galvanizing, post and braces may be painted with factory baked enamel or with special weather resistant paint. Posts shall be equipped with corrugations, knobs, notches, holes or studs designed to engage all line wires. Punched tabs will not be permitted.

710.51 Fence Gates - Delete subsection 710.51 and substitute the following:

710.51 Fence Gates - Tubular steel gate frames shall be galvanized steel pipe conforming to ASTM A 53. Fabric in gates used with barbed and woven wire fences shall be 2-inch diamond mesh, 2-inch by 4-inch V mesh or 2-inch by 4-inch rectangular mesh, as the contractor may elect, conforming to the applicable requirements of subsection 710.11. Fabric for chain link fence gates shall conform to subsection 710.12.

710.52 Fence Hardware - Delete subsection 710.52 in its entirety and substitute the following:

710.52 Fence and Gate Hardware - All fence and gate hardware shall conform to the requirements of AASHO M 181, except that the weight of galvanizing per square foot of actual surface shall average not less than 2.0 oz. and no individual specimen shall show less than 1.8 oz.

ROCK PROTECTION FENCE

Scope - This work shall consist of the construction of rock protection fence at the locations shown on the plans or elsewhere as directed by the engineer and shall conform to the design shown on the plans and these specifications.

Materials:

(a) General - All steel materials used in the construction of the fence shall be new and galvanized. Post and braces shall be galvanized in accordance with requirements of ASTM A 120. Fittings, attachments and

hardware shall be galvanized in accordance with the requirements of ASTM A 153. Imperfect galvanized material, or material upon which serious abrasion of galvanizing occurs, will not be acceptable.

(b) Posts and Braces - Fence posts and braces shall be 4 inch galvanized steel pipe with nominal weight of 9.1 pounds per linear foot. The posts shall have a hot-dip galvanized steel post cap securely mounted on the top or shall be capped with 1/4-inch steel plate, welded in place to completely close the top of the post. All cutting, welding and drilling shall be completed before the post is galvanized.

(c) Cable - Cable shall be 3/8 inch diameter, hot-dip galvanized, 7-strand, high strength grade, steel cable conforming to the requirements of ASTM A 475. Galvanizing shall be Class A.

(d) Hook Bolts and Offset Blocks - Each post shall have a hook bolt and offset block for suspending the cable at the post. The hook bolts shall conform to the dimension shown on the plans and be manufactured of 1/2 inch diameter structural grade steel and hot-dip galvanized after bending and threading. Offset blocks shall be to the dimensions shown on the plans and manufactured of grey iron casting and shall be hot-dip galvanized after complete fabrication.

(e) Hog Ring Fasteners - Hog ring fasteners shall be 9-gage steel wire with galvanizing in conformance with ASTM A 116, Class 1.

(f) Spring Anchorage Assemblies - Spring anchorage assemblies shall be constructed at both ends of each run of rock protection fence and at intermediate points if the run exceeds 1,000 feet in length. The anchorage assembly shall consist of anchor, anchor rod, anchor spring, spring holder, turnbuckle, wire rope clips and wire rope thimble. The contractor shall have the option of furnishing either cast iron or cement concrete anchors. Concrete anchors may be precast or cast-in-place. Disc anchors shall be an 18-inch grey iron casting. The anchor rod shall be manufactured of 3/4-inch merchant quality hot-rolled carbon steel, and shall be hot-dip galvanized after cutting and threading. The anchor spring shall be a helical steel spring meeting the requirements of ASTM A 125. The spring shall have a free length of approximately 9 inches with a 1-1/8-inch pitch and shall develop a minimum compressive strength of 6,000 pounds. The spring holder shall consist of cast-iron spring washer, 1-inch thick steel plate, four 3/4-inch bolts and a 3/4-inch eye and bolt turnbuckle with 8-inch take-up all dimensioned and assembled as shown on the plans. Wire rope clips shall have a diameter 7/16 inch for use with 3/8 inch diameter cable. Thimbles shall be lightweight wire rope thimbles for use with 3/8 inch diameter cable.

(g) Chain Link Fence Fabric - Chain link fabric shall consist of 9-gage galvanized steel wire conforming to AASHO M 181. It shall be woven into approximately 2-inch diamond mesh. The fabric wire shall be furnished in roll widths of 12 feet and shall be finished with a "knuckled" selvege at the top.

(h) Post Anchor Rods - Post anchor rods shall be manufactured of 3/4-inch merchant quality hot-rolled carbon steel, and shall be hot-dip galvanized after cutting, forging, bending and threading. The dimensions shall be as shown on the plans except the length of the rod shall be designated by the engineer for each individual location as dictated by the slope at that location.

Construction Details:

(a) Posts - Posts shall be spaced at not more than 50-foot intervals. In general, in determining the post spacing, measurement will be made parallel to the slope of the existing ground and all posts shall be placed in a vertical position except where designated otherwise by the engineer.

All posts shall be set in concrete and the footings shall be crowned to shed water.

Where solid rock is encountered without an overburden of soil, posts shall be set a minimum of 18 inches into the solid rock. The hole shall have a minimum dimension one inch greater than the largest dimension of the post section to be set. The posts shall be cut before installation to lengths which will give six feet of post above ground, or if the contractor elects, he may use 7-1/2-foot posts set 18 inches into the solid rock.

After the post is set and plumbed, the hole shall be filled with grout consisting of one part portland cement and three parts clean, well-graded sand. The grout shall be thoroughly worked into the hole so as to leave no voids. The grout shall be crowned to carry water away from the post. Where posts are set in the above manner, concrete footings will not be required.

Where solid rock is covered by overburden of soil or loose rock or surfacing materials, the posts shall be set to the full depth of 3 feet unless the penetration into solid rock reaches the minimum depth specified above, in which case the depth of penetration may be terminated.

Each individual fence post shall be anchored to the slope as indicated by the "end view" on sheet 20-4 of the plans. The anchor rods shall be placed on the uphill side of the fence and securely bolted to the fence. The length of the anchor rod required shall be determined by the engineer and if there is any deviation in the anchor rod lengths for the various posts, the rods shall be marked to insure that each rod occurs in its proper position. After the anchor has been placed in the ground, the hole shall be backfilled with the material removed and thoroughly tamped in place.

(b) Tension Cable and End Anchorage - Tension cable shall be installed on the posts as shown on the plans, care being taken to insure that the cable will move freely in the hook bolt hangers. One continuous length of cable shall be used for each complete section of fence. The end anchorage shall be installed with material removed for placing the anchor being thoroughly tamped in place after backfilling. The contractor shall then tension the cable so there is a maximum of 2 inches sag when the fence fabric is in place. The cable shall be passed through the eye of the turnbuckle on the thimble, and after full tension has been applied, two wire rope clips shall be placed around both cables and securely tightened. Any additional tension required will be taken up with the turnbuckles, care being taken to insure that a minimum of 4 inches take-up remains in the turnbuckle when full tension has been applied.

(c) Chain Link Fabric - Chain link fabric shall be placed on the downhill side of the posts. The fabric shall be secured to the tension cable with galvanized steel hog rings at 0.5-foot spacing. The fabric shall not be tensioned in any direction, but is to remain loose to increase its dampening effect on rolling rocks. The fabric is not to be fastened to the fence posts or any other part of the fence except as shown on the plan for end posts. The bottom 6 feet of the fabric shall rest on the slope as shown on the plans.

Measurement - The quantities of rock protection fence to be paid for shall be the number of linear feet, to the nearest foot, completed and accepted. Measurement will be from center to center of end posts along the line and grade of each separate continuous section as constructed.

Payment - The accepted pay quantities, determined as above set forth, will be paid for at the contract unit price per linear foot for the item "Rock Protection Fence", which payment will be full compensation for furnishing and placing all materials and performing all work including all labor, equipment, tools and incidentals necessary to complete the work as specified.

SECTION 608 - PORTLAND CEMENT CONCRETE WALKS, DRIVEWAYS AND SURFACINGS

Portland cement concrete walks, surfacings and bicycle ramps shall be constructed in conformance with Section 608 of the Standard Specifications supplemented and/or modified as follows:

608.91 Payment - Narrow strips of 4" thick portland cement concrete surfacing constructed behind curbs in areas to be landscaped and

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

1569 II (PELICAN BUTTE)

122°00' 583 584000m E. 586 587 588 55' 590

42°30'

4705000m N.

4704

4703

4702

4701

4700

4699

4698

4697

4696

4695

4694

4690

4689

Beacon

David Hill Cem

1669 III (CHILOQUIN)

BM 4172

BM 4172

Quarry

RIVER

WILLIAMSON

Pump

Pump

LEVEE

LEVEE

K L A M A T H

SOUTHERN PACIFIC

BM 4167

BM 4154

BM 4146

Modoc Point

Modoc Point

BM 4151

BM 414

Bait Point

1568 I (LAKE O' WOODS)

Rock

Ran

25'

28

27

22

17

16

15

5200

5484

4442

4153

4169

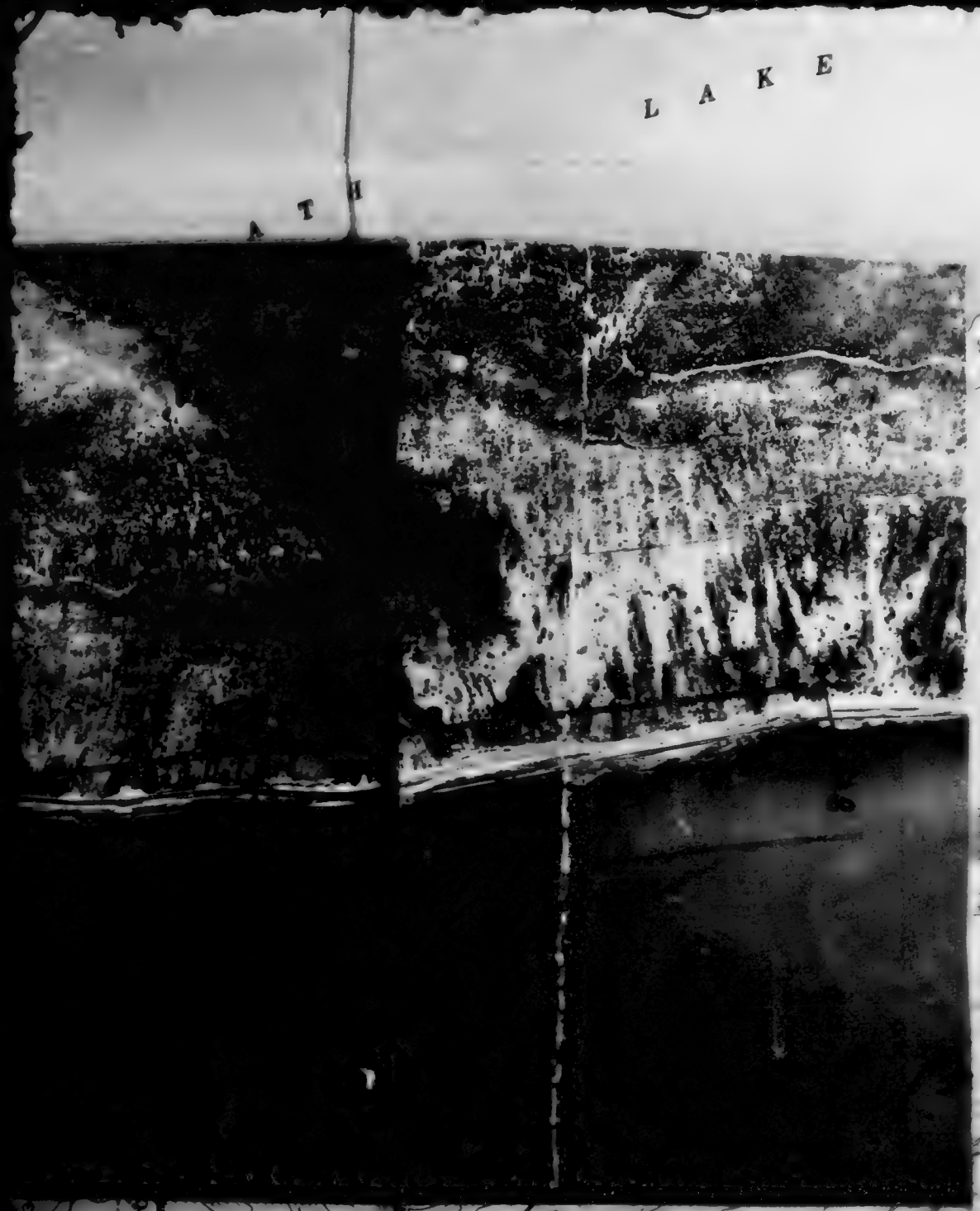
4200

4400

4600

4800

T 41 S



L A K E

A T H

Buck Island

CALEDONIA MARSH

CALEDONIA DIKE

CALEDONIA CANAL

Porter Butte

Bear Willow

BM 4145

BM 4553

BM 4801

4600

4900

(LAKE O'WOODS)

MODOC POINT QUADRANGLE
OREGON–KLAMATH CO.
15 MINUTE SERIES (TOPOGRAPHIC)

1669 III (CHILOQUIN)

1 660 000 FEET

121°45'

42°30'

300 000 FEET

1669 (CALIMUS)

1668 I (SWAN LAKE)

T 37 S

R 7 E

David Hill Cem

BM 4172

BM 4167

BM 4154

BM 4146

BM 4144

BM 4165

BM 4151

BM 4149

BM 4151

BM 4151

K L A M A T H I N D I A N R E S E R V A T I O N

SOUTHERN PACIFIC

Modoc Point

Modoc Point

Quarry

Lookout

Chiloquin Ridge

Chiloquin

Wrights Meadows

Telephone Flat

Ouzy Spring

Sucker Spring

Barkley Spring

Hummingbird Spring

Algoma Incline

Algoma

Rattlesnake Point

Nalox (Site)

Keylox

Yellow Jacket Spring

Shell Rock Spr

Anderson Creek

Antelope Valley

Whiteline Creek

Whiteline Res

Newbert Spring

YELLOW JACKET ROAD

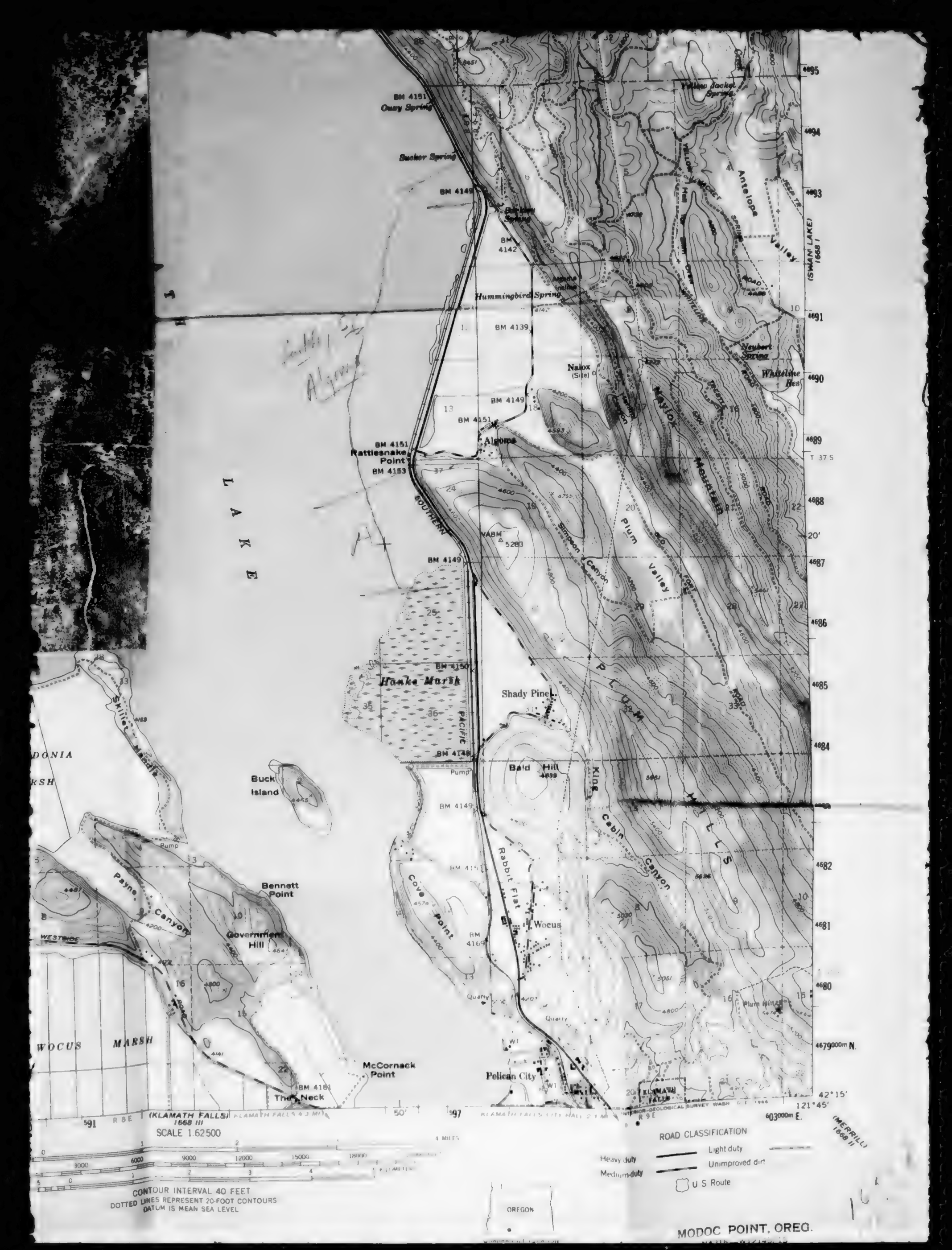
JEEP TR

SPRING

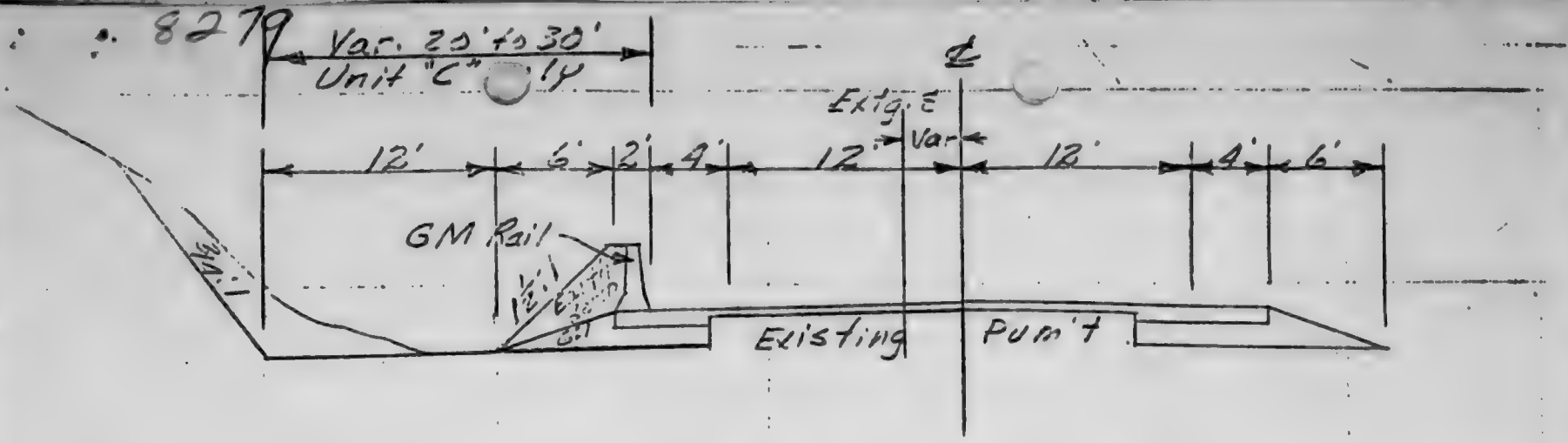
ROAD

TRESTLE

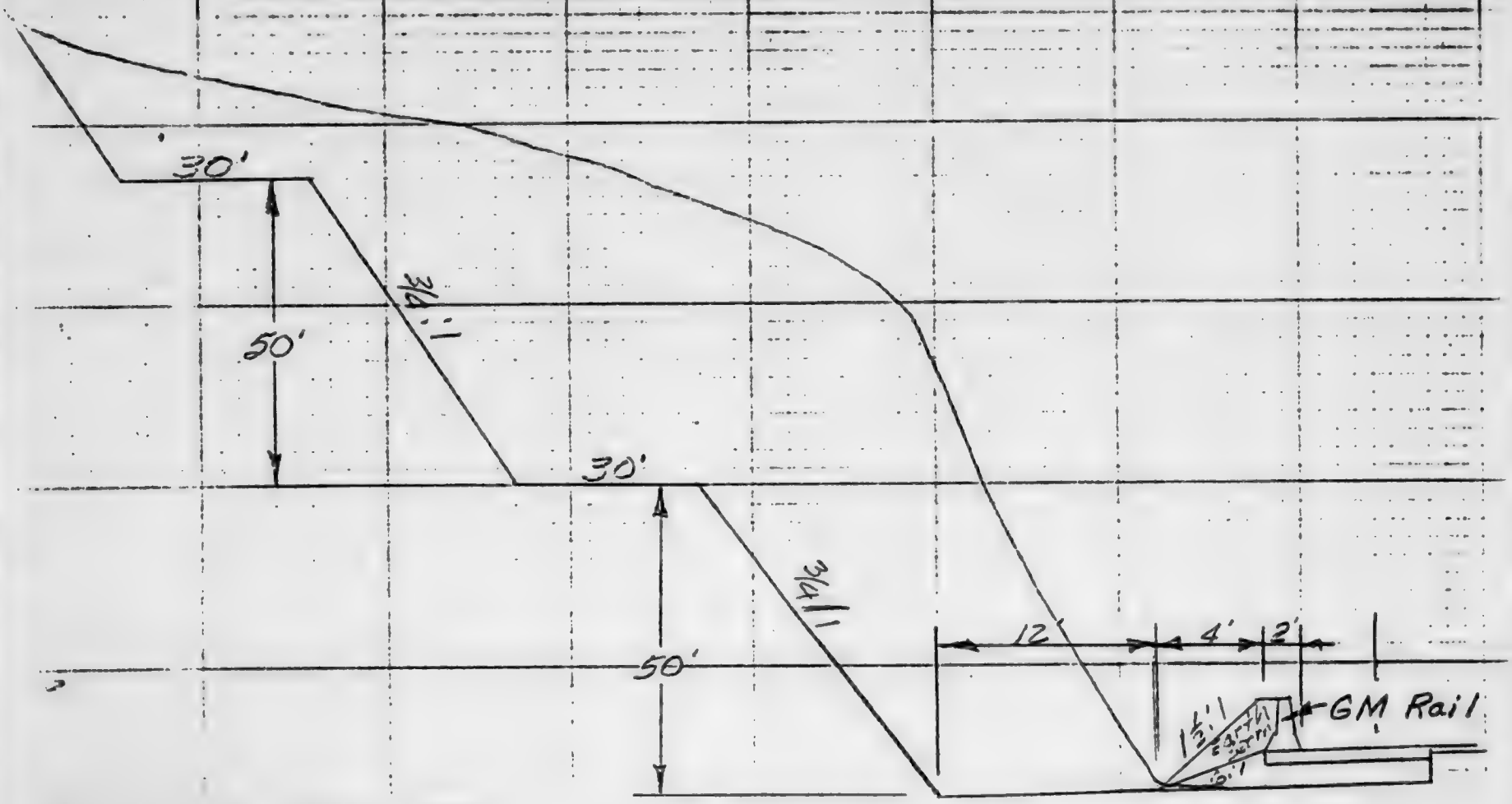
TRAIL


BM 4151
Ouxy Spring
Sucker Spring
BM 4149
Barclay Spring
BM 4142
Hummingbird Spring
BM 4139
Algoma
BM 4151
Rattlesnake Point
BM 4153
BM 4149
BM 4151
BM 4150
Hanke Marsh
BM 4148
Shady Pine
Bald Hill
Buck Island
Pump
BM 4149
Rabbit Flat
Wocus
BM 4169
Quarry
Quarry
Plum Hill
Cove Point
Payne Canyon
Government Hill
Bennett Point
WOCUS MARSH
BM 4161
Thief Neck
McCornack Point
Pelican City
KLAMATH FALLS
Yellow Jacket Spring
Antelope Valley
Newbert Spring
Whiteline Res
Naylox (Site)
Naylox
Mountain
Plum Valley
Simpson Canyon
King Cabin Canyon
HILLS
PACIFIC
SOUTHERN
(SWAN LAKE) 1668 I
(MERRILL) 1668 II
(KLAMATH FALLS) 1668 III
T 37 S
R 8 E
R 9 E
SCALE 1:62500
CONTOUR INTERVAL 40 FEET
DOTTED LINES REPRESENT 20-FOOT CONTOURS
DATUM IS MEAN SEA LEVEL
ROAD CLASSIFICATION
Heavy duty
Medium-duty
Light duty
Unimproved dirt
U S Route
OREGON
42°15'
121°45'
603000m E.
4679000m N.
MODOC POINT, OREG.

8279



UNITS "A", "B", "C" & "D"



MODOC POINT

Beached Cutslope Unit "D" Only

TYPICAL SECTIONS
ORIGINAL PROPOSAL

Form E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET ..... OF ..... SHEETS

Mack Point – Shady Pine Road
Tie – Miles – California Hwy

Costs Summary

SP°F34

Unit	4'Std Joint	8'Std Joint	4'Std Joint	8'Std Joint	Recommended Construction
"A"	$183,000	$1,236,000	$1,359,600	$2,105,200	——
"B"	183,000	357,800	515,500	748,300	——
"C"	193,300	307,100	252,300	443,000	$193,300
"D"	224,800	527,900	324,000	777,200	224,800
Totals →	$1,384,100	$2,900,900	$2,481,420	$4,073,700	$418,100

OREGON STATE HIGHWAY DEPARTMENT

QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Pavement on x-section Curves

Section [illegible] Unit "A" 12' Lanes 2 @ 22' Each

Highway [illegible] County [illegible] Prefix

Length [illegible] Designer [illegible] Draftsman [illegible] Date 12-17-72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place	Cu. Yd.	172.054	17.205	189.259	2 00	378,518
Watering	M-Gal	1,279	128	1,407	4 00	5,628
Aggregate Base	Ton	4,618	462	5,080	4 00	20,320
B.T. Base	Ton	1,412	141	1,553	11 60	18,015
Class "B" A-C	Ton	3,107	311	3,418	11 60	39,650
Conc. (G-M) Sh. Barrier	Lin.Ft.	5,500	550	6,050	10 00	60,500
Asphalt In Mix	Ton	280	28	308	48 00	14,784
Guard Rail	Lin.Ft.	5,350	535	5,885	3 50	20,598
Guard Rail Anchors	Each	4	1	5	250 00	1,250
			Sub Total			559263
Fine Mesh Screen	Sq. Yd.	54,389	5,439	59,828	7 20	430,762
			Sub Total			990,025
E & C			without wire mesh screen			with wire mesh Scr.
Sub Total			$559,263 00			$990,025
E & C		20%	111,853 00			199,805
Anticipated Item - Slide correction		20%	111,853 00			199,805
Total			$782,969 00			1389635
[illegible]						

Total [illegible]

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 1 Sheets

ction Klamath Point–Shady Pine Road Unit "A" 12' Lanes, 8' Sh. 2:1 Fillout (Superimposed line on X-Section Copies)
ghway [illegible] County Klamath Prefix
ngth 5[illegible] Designer [illegible] Draftsman Date 10-18-72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place	Cu. Yd.	298,816	29,882	328,698	2.00	657,397
Fertilizing	M-Gal.	2,184	218	2,402	4.00	9,608
Aggregate Base	Ton	5,704	570	6,274	4.00	25,096
Cl. 1 Base	Ton	2,542	254	2,796	11.60	32,434
Class "B" A.C.	Ton	4,237	424	4,661	11.60	54,068
Conc. (G-M) Sh. Barrier	Lin. Ft.	5,500	550	6,050	10.00	60,500
Asphalt In Mix	Ton	415	42	457	48.00	21,936
Guard Rail	Lin. Ft.	5,350	535	5,885	3.50	20,598
Guard Rail Anchors	Each	4	1	5	250.00	1,250.00
[illegible]	Sq. Yd.	Sub Total				882,887.00
Live Mesh Screen	Sq. Yds.	78,389	7,839	86,228	7.20	620,842.00
						1,503,729.00
				without wire mesh screen		with wire mesh screen
Sub total				$882,887.00		$1,503,729
E & C			20%	176,577.00		300,746
Additional Item - Slide correction			20%	176,577.00		300,746.00
Total				$1,236,041.00		$2,105,221
[illegible]						

Total $1,503,729.60

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Main St. - Shasta View Road Unit "B" Pedestrian Ramps, 4'-6", 20' Fallout, Line Stakes
Highway [illegible] County Klamath Prefix
Length 2 mi Designer [illegible] Draftsman Date 6/20/72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place	Cu-Yd.	14,465	1447	15,912	2.00	31,824
Watering	M-Gal	202	20	222	4.00	888
Aggregate Base	Ton	4,866	487	5,353	4.00	21,412
2-1 Base	Ton	1,253	125	1,379	11.60	15,996
Class "B" A.C.	Ton	1,541	154	1,695	11.60	19,662
Conc. Sh. Barrier	Lin.-Ft.	2,000	200	2,200	10.00	22,000
A.C. Curb	Lin.-Ft.	1200	120	1,320	2.20	2,904
Asphalt in Mix	Ton	169	17	186	48.00	8,928
Guard Rail	Lin Ft.	1500	150	1650	3.50	5.775
Guard Rail Anchors	Ea.	4	1	5	250.00	1.250
				Subtotal		130,639
Wire Mesh Screen	Sq. Yd.	30,000	3,000	33,000	7.20	237,600
						368,239
				without wire mesh screen		with wire mesh scr
Sub total				130,639.00		368,239
E & C				26,128.20		73,643
Estimated - State correction				26,128.00		73,643
Total				182895.00		515,525

Total [illegible]

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 1 She

ction Alt. to Dist.-Shady Pine Road Unit "B" 12'-Lanes, 8'Sh, 2:1 Fillout-Line & Grade Change
ghway Tex. Prairie-California County Klamath Prefix
ngth 2,000 Designer [illegible] Draftsman Date 10/22/72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place	Cu. Yd.	64,107	6,410	70,517	2 00	141,034
Mulching	M-Gal.	561	56	617	4 00	2,468
Aggregate Base	Ton	5,262	526	5,788	4 00	23,152
2" Base	Ton	1,664	166	1,830	11 60	21,22
Class "B" A-C.	Ton	1,910	191	2,101	11 60	24,37
Conc. Sh-Barrier (G-M Rail)	Lin. Ft	2,000	200	2,200	10 00	22,000
A.C. Curb	Lin-Ft.	1200	120	1,320	2 20	2,904
Asphalt In Mix	Ton	215	22	237	48 00	11,376
Guard Rail	Lin-Ft.	1500	150	1,650	3 50	5,775
Guard Rail Anchors	Each	4	1	5	250 00	1,250
		Sub Total				$255,550
Fire Mesh Screen	Sq. Yd.	35,222	3,522	38,744	7 20	278,956
						534,515
				with		without
sub total				$255,559		$534,516
E & C				51,112		106,903
Satisfied - Slide Correction				51,112		106,903
Total				$357,783		$748,322
F. E. [illegible]						

Total $ [illegible]

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Modoc Point - Shady Point Road Unit Unit C 4 shoulders Rock in sta. 218+50 to 234+50
Highway The Dalles - California County Klamath Prefix 18-1495-91
Length 1.60 mi. Designer Lvie Draftsman Lvie Date 11 Oct 19

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place (Hillside)	C.Y.	17,243	1724	18,967	2 00	$ 37,93
b. In Place (Between Hwy & R.R.) (Berm)	C.Y	3,427	342	3,759	3 00	11,27
Watering	M-Gal.	11	1	12	4 00	46
Cr. Agg. Base	Tons	840	84	924	4 00	3,69
PMBB	Tons	621	62	683	11 60	7,92
Asphalt in PmBB	Tons	634	3	37	48 00	1,77
AC	Tons	997	100	1097	11 60	12,72
Asphalt in AC	Tons	65	7	72	48 00	3,45
Bin Wall		$ 26,278	2623			28,90
Backfill Mat'l (Bin Wall)	C.Y	1194	119	1313	5 00	656
Type 2 Guard Rail	Lin. Ft.	1150	115	1265	3 50	4,42
Guard Rail Anchors	Ea.	6	1	7	250 00	1,75
6M Rail	Lin Ft	1600	160	1760	10 00	17,60
				Sub Total		$ 138,08
Wire Mesh Screen	Sq Yd.	5849	585	6434	7 00	42,11
						180.19
				without		with
Sub total				$ 138,084 00		$ 180,19
E I C		20%		27,617 00		36,039
Adjusted - Slide Correction		20%		27,617 22		36,039
Total				$ 193,312 00		$ 252,275

Total

OREGON STATE HIGHWAY DEPARTMENT

QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

ction Modoc Point - Shelly Point Road — Unit C Sta. 218+00 to 224+00 — 2 shoulders Red Inn

ghway Ft. Dalles - California — County Klamath — Prefix ____

ngth 1.1 c Designer Ivie — Draftsman Ivie — Date 12 October 19

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place (Hillside)	C.Y.	41,266	4127	45393	2.00	$ 90,78
b. In Place (Berm between Hwy & RR)	C.Y.	3,563	356	3,919	3.00	11,75
Watering	M-Gal	12	1	13	4.00	52
Cr. Agg. Base	Tons	978	98	1076	4.00	4,38
PMBB	Tons	786	79	865	11.60	10,034
Asphalt in PMBB	Tons	43	4	47	48.00	2,25
AC	Tons	1162	116	1278	11.60	14,825
Asphalt in AC	Tons	76	8	84	48.00	4,032
Bin Wall		42,623	4,262			46885
Backfill Mat'l (Bin Wall)	C.Y.	1852	185	2037	5.00	10,185
Type 2 Guard Rail	Lin Ft.	1250	125	1375	3.50	4,81
Guard Rail Anchors	Ea.	6	1	7	250.00	1750
GM Rail	Lin Ft.	1600	160	1760	10.00	17,600
				Sub Total		$ 219,35
Wire Mesh Screen	Sq. Yd.	12,252	1225	13,477	7.20	97,034
						$ 316,393
				without		with
Sub totals				$ 219,359.00		316,393
E & C		20%		43,872.00		63,279
Unstable - Slide Correction		20%		43,872.00		63,279
Total				$ 307,103.00		$ 442,951

E & C

Total $ 3 [illegible]

OREGON STATE HIGHWAY DEPARTMENT 4' shoulders
QUANTITY SUMMARY & COST ESTIMATE Sheet ___ of ___ Sheets

Red line

ction Middle Point - Shady Pine Road Unit D Sta. 304+50 to 322+50
ghway The Dalles - California County Klamath Prefix 18-1495-91
ngth 1720 Designer Luce Draftsman ___ Date Oct 25, 1977

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Pln. (Hillside)	C.Y.	46,115	4612	50,727	2 00	$ 10145
ch. In Place (Berm between Hwy. & R.R.)	C.Y.	1,922	192	2,114	3 00	6,34
Watering	M-Gal.	11	1	12	4 00	4
Cr Agg. Base	Tons	880	88	968	4 00	3,87
PMBB	Tons	462	46	508	11 60	5,89
Asphalt in PMBB	Tons	26	3	29	48 00	1,39
AC	Tons	1017	102	1119	11 60	12,98
Asphalt in AC	Tons	66	7	73	48 00	3,50
Type 2 Guard Rail	Lin Ft.	1050	105	1155	3 50	4,04
Guard Rail Anchors	Ea.	4	1	5	250 00	1,25
3M Rail	Lin Ft.	1800	180	1980	10 00	19,80
			sub Total			$ 160,57
Wire Mesh Screen	Sq. Yd.	8,946	895	9841	7 20	70,85
						$ 231,43
				without		with
Sub Total				$ 160,578 00		$ 231,433
ESC		20%		32,116 00		46,287
Contingent - Slide Correction		20%		32,116 00		46,287
Total				$ 224,810 00		$ 324,00

Total 231 43

OREGON STATE HIGHWAY DEPARTMENT

QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Winter Point - Shady Pine Road Unit "D" Sta 304+50 to 322+50 Rd 1 line

Highway The Dalles - California County Klamath Prefix 12-1495-94

Length 1.8 mi Designer ____ Draftsman ____ Date Oct. 25, 1977

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place (Hillside)	C.Y.	139,794	13,979	153,773	2 00	$ 307,54
Embank. In Place (Berm between Hwy. & R.R.)	C.Y.	1,922	192	2,114	3 00	6,34
Watering	M-Gal	15	2	17	4 00	6
Cr. Agg. Base	Tons	1,232	123	1,355	4 00	5,42
PMBB	Tons	647	65	712	11 60	8,25
Asphalt in PMBB	Tons	36	4	40	48 00	1,92
AC	Tons	1,387	139	1,526	11 60	17,70
Asphalt in AC	Tons	90	9	99	49 00	4,75
Type 2 Guard Rail	Lin Ft.	1050	105	1155	3 50	4,04
Guard Rail Anchor	Ea	4	1	5	250 00	1,25
5M Rail	Lin Ft.	1800	180	1980	10 00	19,800
			Sub Total			$ 377,102
Wire Mesh Screen	Sq. yd.	22,479	2248	24,727	7 00	178,034
						$ 555,136 00
				without		with
Sub total				$ 377,102 00		$ 555,136
AC		20%		75,420 00		111,027
Asphalt - Slide Correction		20%		75,420 00		111,027
Total				$ 527,942 00		$ 777,190

D - 5th Slide

Total $ 555,136

UNIT "D" 8277

METAL RETAINING WALL

LENGTH: 0.34 MILE

CONST. COST: $380,000

UNIT "C"

METAL RETAINING WALL

LENGTH: 0.30 MILE

CONST. COST: $446,500

UNIT "B"

METAL RETAINING WALL

LENGTH: 0.57 MILES

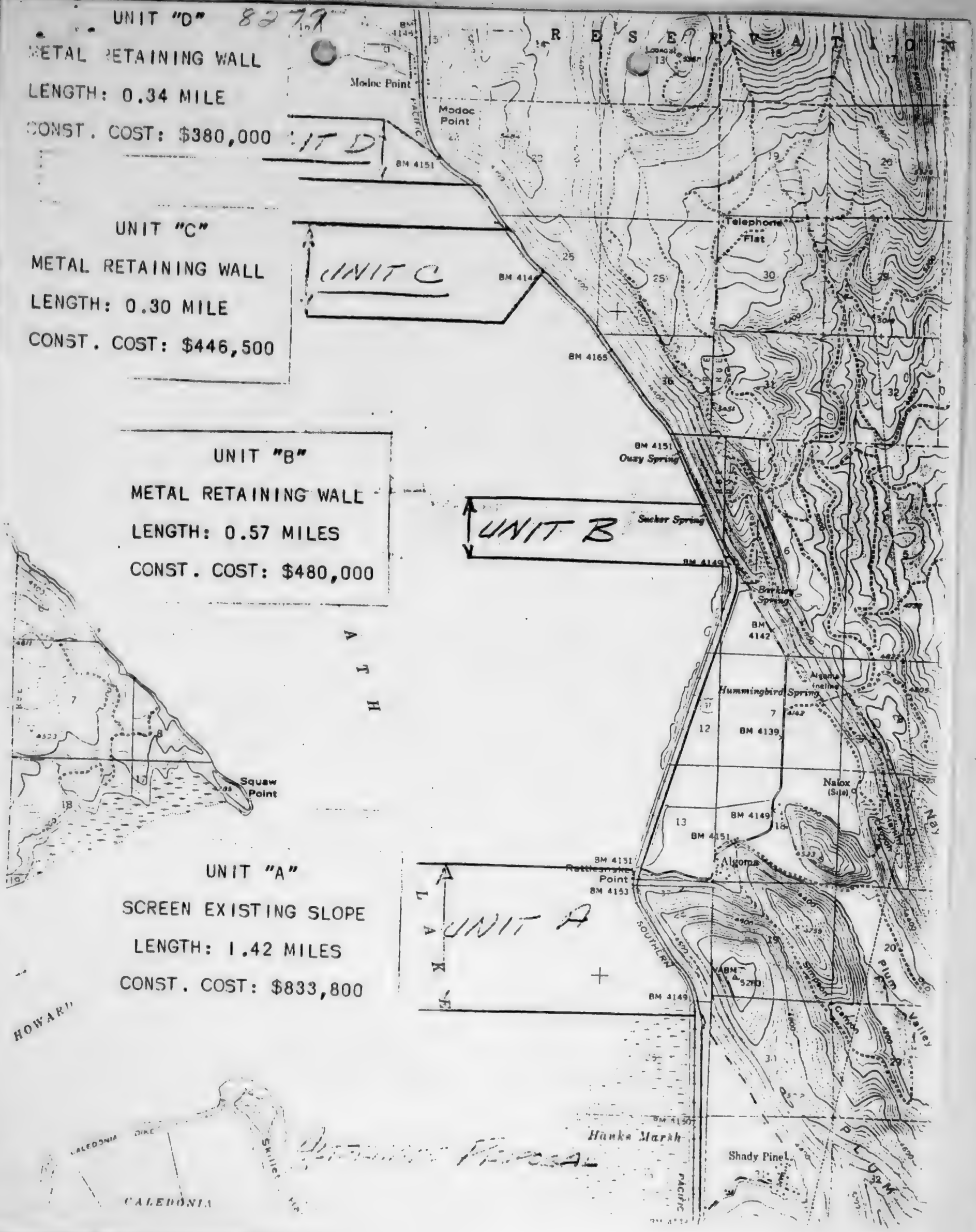
CONST. COST: $480,000

UNIT "A"

SCREEN EXISTING SLOPE

LENGTH: 1.42 MILES

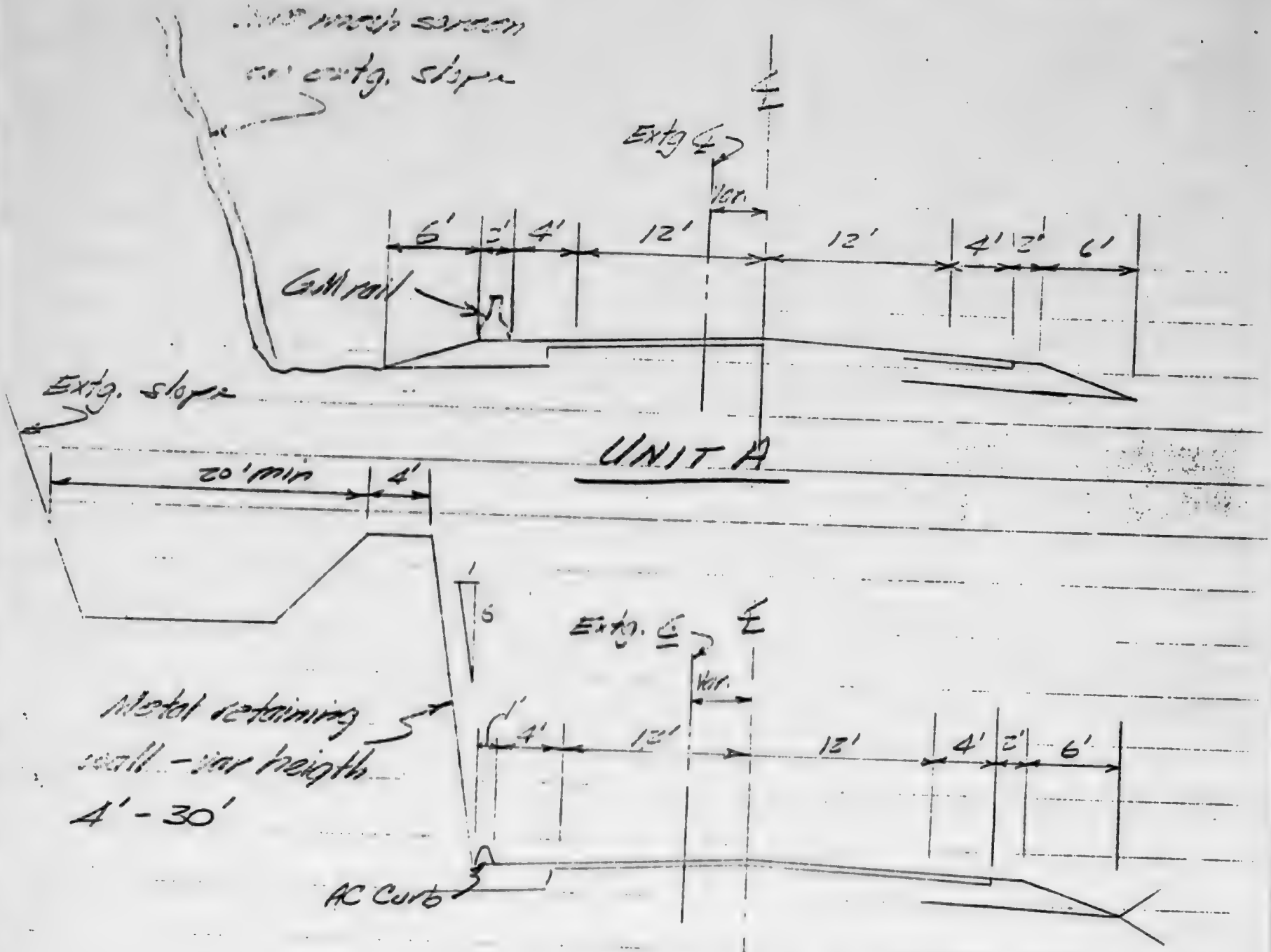
CONST. COST: $833,800



12/8/72

Mode Point

Alternate Proposal



TYPICAL SECTIONS

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheet

ection Union Point - Sixth Street Unit "A" 12 Lane 4 Sp. (no Fence)
ighway [illegible] County [illegible] Prefix
ength 5500 Designer [illegible] Draftsman Date 12/22/72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Excavation In Place	Cu. Yd.	4,250	425	4,675	2.00	$ 9,350.00
Watering	M-Gal.	100	10	110	4.00	440.00
Crushed Rock Base	Ton	4,618	462	5,080	4.00	20,320.00
Bituminous Base	Ton	1,412	141	1,553	11.60	18,015.00
Class "B" A.C.	Ton	3,107	310	3,417	11.60	39,637.20
Asphalt In Mix	Ton	280	28	308	48.00	14,784.00
Guard Rail	Lin. Ft.	5,350	535	5,885	3.50	20,598.00
Guard Rail Anchors	Each	4	1	5	250.00	1,250.00
Wire Mesh Screen	Sq. Yd.	56,372	5,637	62,010	7.20	446,472.00
Combing Exist. Slopes	All	Lump Sum	—	—	—	10,000.00
CM Rail (Sh. Sp. mix)	Lin. Ft.	5,500	550	6,050	10.00	60,500.00
Sub Total						$ 141,366.00
Engr. & Cont.		30 %				92,410.00

Total $ 833,771.00

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Alsea Point - Shady Pine Road Unit "B" (12' Lanes, 4' Sh. 30' Fallout with Bin Walls & Guardrail)
Highway Tide Dairy - Coast County Klamath Prefix
Length 3.002 Designer [illegible] Draftsman Date 12/8/72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Excavation In Place	C.Yd.	4,386	439	4,825	2.00	9,650
Watering	M-Gal	100	10	110	4.00	440
Aggregate Base	Ton	5,466	547	6,013	4.00	24,052
Bituminous Base	Ton	1,458	146	1,604	11.60	18,606
Class "B" A.C.	Ton	2,034	206	2,240	11.60	25,984
A.C. Curb	Lin.Ft.	4200	420	4,620	2.20	10,164
Asphalt In Mix	Ton	212	21	233	48.00	11,184
Guard Rail	Lin.Ft.	1500	150	1650	3.50	5,775
Guard Rail Anchors	Ea	4	1	5	250.00	1,250
8" Perf. Drain Pipe	Lin.Ft.	2,900	290	3,190	3.60	11,484
8" Drain Pipe	Lin.Ft.	300	30	330	3.60	1,188
Trench Exc.	Cu.Yds.	474	46	520	5.00	2,600
Spec. Backfill In Drains	Cu.Yds.	392	38	430	8.00	3,440
Structure Excavation	Cu.Yds.	1,654	166	1,820	6.00	10,920
Bin Walls	All	$178,588.00	$17,860.00	$196,448.00		196,448
Backfill In Bin Walls	Cu.Yd.	6,546	654	7,200	5.00	36,000
			Subtotal			$369,186
Engr. & Contingencies		30%				110,764
		Total				$479,950
						$470,000

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 1 Sheets

Section MOORE POINT – SHADY POINT ROAD Unit UNIT C 12' LANE, 4' SH, 20 to 30' Fallout WITH BIN WALL
Highway THE DALLES-CALIFORNIA County KLAMATH Prefix
Length 1550' Designer Draftsman Date 12-7-72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
WATERING	M-GAL	11	1	12	4 00	# 48
AGGREGATE BASE	TON	840	84	924	4 00	3,696
BITUMINOUS BASE	TON	621	62	683	11 60	7,923
ASPHALT IN Bit. BASE	TON	34	3	37	48 00	1,776
A.C.	TONS	997	100	1097	11 60	12,725
ASPHALT IN A.C.	TONS	65	7	72	48 00	3,456
(Between Hwy & RR) AD. IN PLACE – 1 BERM	Cu.Yd.	3,427	342	3,759	3 00	11,277
TYPE 2 GAURD RAIL	Lin.ft.	1150	115	1265	3 50	4,428
GAURD RAIL ANCHORS	EACH	6	1	7	250 00	1,75
3" Perf. DRAIN PIPE	Lin.Ft.	1550	155	1705	3 60	6,13
3" DRAIN PIPE	Lin.Ft.	150	15	165	3 60	594
Spec. Backfill in Drains	Cu.Yd	210	21	231	8 00	1848
TRENCH EXC.	Cu.Yd.	230	23	253	5 00	127
A.C. Curb	Lin.ft.	1550	155	1705	2 20	3751
STRUCTURE EXC.	Cu.Yd.	301	30	331	6 00	1986
EXTRA FOR BIN WALL BACK FILL (Hillside)	Cu.Yd	7,511	751	8,262	5 00	41,310
BIN TYPE Retaining WALL (Hillside)		# 186,415	18,642	-20		205,03
N TYPE RETAINING WALL (Between Hwy & R.R.)		# 26,278	2628			28,9
EXTRA FOR WALL BACK FILL (Between Hwy & R.R.)	Cu.Yd.	1194	119	1313	5 00	6,5
				subtotal		343,3
E & C		30%				103,0
				TOTAL		446,3

Total # 446 500

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

ction Modac Point - Shady Pine Rd. Unit Section "D"
ghway The Dalles - California County Klamath Prefix
ngth 1800' Designer Davies Draftsman Date Dec. 7, 1[illegible]

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Exc. in Place (Berm between Hwy & RR)	C.Y.	1922	192	2114	3.00	6342
Watering	M-Gal	11	1	12	4.00	48
1"- Aggr. Base	Ton	880	88	968	4.00	3872
P.M.B.B.	"	462	46	508	11.60	5893
Asph. in P.M.B.B.	"	26	3	29	48.00	1392
Asph Conc.	"	1017	102	1,119	11.60	12,980
Asph. in A.C.	"	66	7	73	48.00	3,504
Type 2 Guard Rail	Lin.ft.	1050	105	1155	3.50	4,04[illegible]
Guard Rail Achors	Each	4	1	5	250.00	1,25[illegible]
8" Perf. Drain Pipe	Lin.ft	1800	180	1980	3.60	7,12[illegible]
8" Drain Pipe.	Lin.ft.	200	20	220	3.60	79[illegible]
Trench Excav.	Cu.Yd.	300	30	330	5.00	165[illegible]
Spec. Backfill in Drains	C.Y.	240	24	264	8.00	211[illegible]
R.C. Curbs	Lin.ft.	1800	180	1980	2.20	435[illegible]
Structural Excav	Cu.Yd.	395	40	435	6.00	261[illegible]
Extra for Binwall Back Fill	Cu.Yd.	6500	650	7150	5.00	35,75
Bin Type Ret. Wall	All				All	198.75
			Subtotal			$292,47
Engr & Contng.		30%	=			87.74
		Total Cost.				~~$292,2~~
						~~$~~ 380,00

8280 Malheur River Br. Sec. of the Olds Ferry-Ontario Hwy. (Grading, paving and structure) 1975

8280

February 3, 1977

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 26, 1977, we wrote to you concerning release of final payment on Contract No. 8280 awarded to Douglas S. Coats Construction and Hall International, Inc., for work on the Malheur River Bridge Section of the Olds Ferry-Ontario Highway in Malheur County.

Final payment on this contract is $500 and the total contract amount is $843,976.92 including $3,519.10 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

flm

cc Douglas S. Coats Construction
and Hall International, Inc.
Box 311
Bend, OR 97701

Hall International, Inc.
P.O. Box H
Madras, OR 97741

Jim Hall
P. O. Box 171
Jordan Valley, OR 97910

C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8280

FINAL REPORT

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Malheur River Bridge	WEEK ENDING: December 11, 1976	
	SECTION PREFIX: 123-1040	
HIGHWAY: Olds Ferry - Ontario	COUNTY: Malheur	
NAME OF JOB: Malheur River Bridge	KIND OF WORK: Grading, Paving and Structure	
CONTRACTOR: D. S. Coats Const. & Hall Int'l., Inc.	CONTRACT NUMBER: 8280	FEDERAL AID PROJECT NUMBER: US DP 23-010(2)
DATE OF CONTRACT: August 20, 1975	DATE WORK STARTED: September 30, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 325	CALENDAR DAYS USED 325
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $1,001,108.59		
EXCLUSIVE OF ENGINEERING: $ 921,725.53	ENGINEERING AUTHORIZATION $ 78,383.06	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 855,635	Cost this week 633	
	ENGINEERING COST TO DATE $ 104,476	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 7 %	PERCENT OF AUTHORIZATION . . . . . 133 %	DATE PROJECT WAS COMPLETED: November 11, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.61	0.61			0.61
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.61	0.61			0.61
TOTAL ESTIMATED QUANTITIES (CONTRACT)	33,885 cy	7,000 ton	13,550 ton		7,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	31,369 cy	6,569 ton	13,550 ton		5,947 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	31,369 cy	6,569 ton	13,550 ton		5,947 ton
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	731B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Fair	0		
MONDAY 6	Fair	0		
TUESDAY 7	Fair	0		
WEDNESDAY 8	Overcast & rain	0		
THURSDAY 9	Fair	0		
FRIDAY 10	Fair	0		
SATURDAY 11		0		

RECEIVED
DEC 13 1976
CONSTRUCTION SECTION

Kelley, Reed, Lockwood, Harwood, Johnsen, Walker, Glenn, Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 5	No activity.
MONDAY 6	No activity.
TUESDAY 7	No activity.
WEDNESDAY 8	No activity.
THURSDAY 9	No activity.
FRIDAY 10	No activity.
SATURDAY 11	No activity.

REMARKS

Semi-final estimate was submitted to Region Office on Wednesday Dec. 8, 1976.

This is the final weekly report on this project.

SIGNED C. D. Hiatt, Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8280

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-53,54,+55		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Malheur
MODIFICATION NUMBER 2	10-18-76	Project Number US-DP-23-010(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 8, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	558,124-U $ 409-824-EGC	558,124-U $ 420,865-EGC
Federal funds	436,396-U $ 320,441-EGC	478,869-U $ 361,101-EGC
Other revisions		

This modification is made for the following reasons: To include increase in bid item quantities on EGC portion and increase federal aid pro rata to 85.8% (Clause "B") which results in a decrease in 100% funding on the urban portion under PL 94-30 to a net of $79,255.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Oregon State Highway Division
Salem, Oregon October 13, 1976

Federal Aid Project
No. US-DP-23-010(2)

MALHEUR RIVER BRIDGE SECTION
OLDS FERRY-ONTARIO HIGHWAY
MALHEUR COUNTY

Revised Project Agreement Estimate

Type Code 6201			
Roadway (EGC Funds)(Sta. 1495+00 to Sta. 1506+12)			
Subtotal on previous estimate of September 2, 1975			$169,445.50
Previous Estimate			
Loose Riprap Class 700	1,445 cu.yd.	14.00	20,230.00
Revised Estimate			
Loose Riprap Class 700	2,162 cu.yd.	14.00	30,268.00
	Increase		$ 10,038.00
	Subtotal		$179,483.50
	Engineering		17,947.50
	TOTAL		$197,431.00
Type Code 6201			
Roadway (Urban)(Sta. 1509+92 to Sta. 1532+75)			
Total same as previous estimate of September 2, 1975			$334,689.00
Type Code X081			
Malheur River Bridge (#731B)(Sta. 1506+12 to Sta. 1509+92)			
Total same as previous estimate of September 2, 1975			$446,869.00

NOTE: Structure to be split equally between urban and EGC funds as urban boundary is in the middle of the bridge.

Length of Roadway (EGC) - - - - - - - - - - -	0.211 mile
" " " (Urban) - - - - - - - - - -	0.432 mile
Length of Structure (EGC) - - - - - - - - - -	0.036 mile
" " " (Urban) - - - - - - - - - -	0.036 mile
TOTAL	0.715 mile
Cost of Roadway Per Mile (EGC)- - - - - - - -	$935,691.94
" " " " " (Urban)- - - - - -	$774,743.05

089

SUMMARY OF FUNDS

Description		Total Cost	*Federal Funds	State Funds
Roadway	(EGC G-1)	$197,431.00	$169,395.00	$ 28,036.00
"	(Urban G-2)	334,689.00	287,163.00	47,526.00
Structure	(EGC G-1)	223,434.00	191,706.00	31,728.00
"	(Urban G-2)	223,435.00	191,706.00	31,729.00
	TOTAL	$978,989.00	$839,970.00	$139,019.00

Group 1 - 42% Group 2 - 58%
Contract No. - 8280
Prefix - 123-1040

Total EGC Funds - $361,101.00
Total Urban Funds - $478,869.00

*Increase federal aid pro rata to 85.8%

8210

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-103		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Malheur
MODIFICATION NUMBER 1	5-13-76 STATE COPY	Project Number US-DP-23-010(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 8, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	558,123.50-U ~~$409,824.50-EGC~~	558,123.50-U ~~$409,824.50-EGC~~
Federal funds	436,396.00-U ~~$320,441.00-EGC~~	558,123.00-U ~~$320,441.00-EGC~~
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed September 8, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $121,727-U."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. L. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8 280 9-8-75 STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-524 9-53	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE: Oregon COUNTY: Malheur PROJECT NO.: US-DP23-010(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 201, 0.25 mi. N. of Malheur River, S. 0.68 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-30-75	0.715
OTHER *(Specify)*		

FUNDS Pro-rate 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 967,948	320,441 (EGC Funds) $ 436,396 (Urban Funds)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O Wright
(Division Engineer)
for G. L. Green

Date executed by Division Engineer SEP 8 1975

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

General Files

Oregon State Highway Division
Salem, Oregon, September 2, 1975

Federal Aid Project
No. US-DP 23-010(2)

MALHEUR RIVER BRIDGE SECTION
OLDS FERRY-ONTARIO HIGHWAY
MALHEUR COUNTY

Project agreement estimate.

Type Code 6201
Roadway (EGC Funds) (Sta. 1495+00 to Sta. 1506+12)

Mobilization	All Required (35%)		$ 28,350.00
Temporary Protection and Direction of Traffic	All Required (35%)		1,750.00
Temporary Signs	100 sq.ft.	6.00	600.00
Temporary Barricades	4 only	100.00	400.00
Flagmen	150 hours	14.00	2,100.00
Clearing and Grubbing	All Required (50%)		2,500.00
Removal of Structures and Obstructions	All Required (50%)		1,000.00
General Excavation	14,050 cu.yds.	2.50	35,125.00
Toe Trench Excavation	500 cu.yds.	5.00	2,500.00
Trench Excavation	35 cu.yds.	10.00	350.00
Finishing Roadbed and Slopes	All Required (35%)		700.00
Watering	200 M-gals.	5.00	1,000.00
1"-0 Aggregate Base	2,400 tons	5.00	12,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	2,400 tons	11.00	26,400.00
Asphalt Cement in Mixture	155 tons	100.00	15,500.00
8-inch Culvert Pipe	54 lin.ft.	8.00	432.00
12-inch Culvert Pipe	170 lin.ft.	10.00	1,700.00
18-inch Siphon Pipe	56 lin.ft.	40.00	2,240.00
Concrete Inlets, Type G-1	1 only	500.00	500.00
Concrete Siphon Boxes	1 only	600.00	600.00
Guard Rail, Type 2A	450 lin.ft.	14.00	6,300.00
Guard Rail, Type 3	50 lin.ft.	25.00	1,250.00
Guard Rail Anchors, Type 1	2 only	300.00	600.00
Rail End Pieces, Type C	2 only	160.00	320.00
Extra for Asphalt Approaches	2 only	200.00	400.00
Paved Culvert End Slopes	23 sq.ft.	4.50	103.50
Loose Riprap Class 700	1,445 cu.yds.	14.00	20,230.00
Filter Blanket	300 cu.yds.	8.00	2,400.00
Guide Posts	10 only	15.00	150.00
Roadside Seeding and Mulching	2 acres	500.00	1,000.00
			$168,500.50

Anticipated Items

Permanent Pavement Striping	All Required (35%)		$ 70.00
Stage Construction Striping	All Required (35%)		175.00
Temporary Erosion Control	All Required (35%)		700.00
	Subtotal		$169,445.50
	Engineering		16,944.50
	TOTAL		$186,390.00

Type Code 6201

Roadway (Urban) (Sta. 1509+92 to Sta. 1532+75)

Mobilization	All Required (65%)		$ 52,650.00
Temporary Protection and Direction of Traffic	All Required (65%)		3,250.00
Temporary Signs	200 sq.ft.	6.00	1,200.00
Temporary Barricades	10 only	100.00	1,000.00
Temporary Continuous Rail Traffic Barrier (Reflectorized)	250 lin.ft.	5.00	1,250.00
Flagmen	280 hours	14.00	3,920.00
Clearing and Grubbing	All Required (50%)		2,500.00
Removal of Structures and Obstructions	All Required (50%)		1,000.00
General Excavation	19,835 cu.yds.	2.50	49,587.50
Toe Trench Excavation	1,000 cu.yds.	5.00	5,000.00
Trench Excavation	175 cu.yds.	10.00	1,750.00
Finishing Roadbed and Slopes	All Required (65%)		1,300.00
Watering	400 M-gals.	5.00	2,000.00
1" - 0 Aggregate Base	4,600 tons	5.00	23,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	4,600 tons	11.00	50,600.00
Asphalt Cement in Mixture	300 tons	100.00	30,000.00
8-inch Culvert Pipe	54 lin.ft.	8.00	432.00
12-inch Culvert Pipe	574 lin.ft.	10.00	5,740.00
18-inch Culvert Pipe	104 lin.ft.	15.00	1,560.00
24-inch Culvert Pipe	120 lin.ft.	20.00	2,400.00
Guard Rail, Type 2A	500 lin.ft.	14.00	7,000.00
Guard Rail, Type 3	50 lin.ft.	25.00	1,250.00
Guard Rail Anchors, Type 1	2 only	300.00	600.00
Rail End Pieces, Type C	2 only	160.00	320.00
Extra for Asphalt Approaches	18 only	200.00	3,600.00
Paved Culvert End Slopes	62 sq.ft.	4.50	279.00
Loose Riprap, Class 700	2,860 cu.yds.	14.00	40,040.00
Filter Blanket	510 cu.yds.	8.00	4,080.00

Guide Posts	20 only	15.00	300.00
Roadside Seeding and Mulching	3 acres	500.00	1,500.00
			$299,108.50

Anticipated Items

Permanent Pavement Striping	All Required (65%)		$ 130.00
Stage Construction Striping	All Required (65%)		325.00
Temporary Erosion Control	All Required (65%)		1,300.00
Salvage Existing Illum. System	All Required		1,000.00
On the Job Trainee (3 @ $800)	All Required		2,400.00
			$ 5,155.00
	Subtotal		304,263.50
	Engineering		30,425.50
	Total		$334,689.00

Type Code X081

Malheur River Bridge (Br. No. 731B) (Sta. 1506+12 to Sta. 1509+92)

Bridge Removal Work	All Required		$ 10,000.00
Shoring, Cribbing, etc.	All Required		30,000.00
Structure Excavation	850 cu.yds.	15.00	12,750.00
Structure Excavation Below Elevations Shown	80 cu.yds.	20.00	1,600.00
Furnish Pile Driving Equipment	All Required		19,000.00
Furnish HP 14x73 Steel Piling	2,476 lin.ft.	11.00	27,236.00
Drive Steel Piles	1,468 lin.ft.	2.00	2,936.00
Structural Concrete, Class 3300 (540 cy.)	All Required		75,600.00
Structural Concrete, Class 4000 (385 cy.)	All Required		59,675.00
Composite Expansion Joint, Type 400A	53 lin.ft.	106.00	5,618.00
70'/75' Type III Prestressed Beams	16 only	3,000.00	48,000.00
75'/80' Type III Prestressed Beams	19 only	3,000.00	57,000.00
Reinforcement (164,500 lbs.)	All Required		49,000.00
Reinforce Concrete Bridge End Panels	261 sq.yds.	30.00	7,830.00
	Subtotal		$406,245.00
	Engineering		40,624.00
	Total		$446,869.00

Note: Structure to be split equally between urban and EGC Funds as urban boundary is in the middle of the bridge.

Length of Roadway (EGC)	0.211 miles
(Urban)	0.432 miles
Length of Structure (EGC)	0.036 miles
(Urban)	0.036 miles
Total Length of Project	0.715 miles
Cost of Roadway Per Mile (EGC)	$883,364.92
(Urban)	$774,743.05

RETAINED IN PROGRAM STATUS

Permanent Signing	All Required	$ 400.00
	Engineering	40.00
	Total	$ 440.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (EGC G-1)	$ 186,390.00	$ 145,738.00	$ 40,652.00
Roadway (Urban G-2)	334,689.00	261,693.00	72,996.00
Structure (EGC G-1)	223,434.50	174,703.00	48.731.50
Structure (Urban G-2)	223,434.50	174,703.00	48,731.50
Subtotal	$ 967,948.00	$ 756,837.00	$ 211,111.00
Retained in Program (G-2)	440.00	344.00	96.00
Total	$ 968,388.00	$ 757,181.00	$ 211,207.00

Group 1 - 42% Group 2 - 58%

Contract No. 8280

Prefix No. 523-1040

Malheur River Bridge Section

Project No. US-DP-23-010(2)

Nonparticipating - State Work

Furnish Mail Box Posts	All Required		$ 200.00
Set Mail Box Posts	16 only	30.00	480.00
State Responsibility for Damages	All Required		1,000.00
			$ 1,680.00

8280 -

B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 15, 1976

FILE: CON 4-6
X " CON 5 #8280

FROM: John A. Bond, Secretary
Claims Review Board

SUBJECT: Malheur River Bridge Section
Contract No. 8280

TO: Claim Board Members:

E. S. Hunter
R. L. Schroeder
L. W. Rulien
Jack Sollis
V. E. Skoog

NOTED
E. S. HUNTER

For your information, we have now been advised by Resident Engineer Hiatt that the contractor has completed making the supplemental payments to their employees. The money withheld by the State to cover the wage differential has been released on the current progress estimate. I have no indication whether the contractor intends to pursue a claim against the State for reimbursement.

JAB:fr

RECEIVED
STATE HWY ENGR
JUN 16 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8280

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 10, 1976

NOTED
E. S. HUNTER

Douglas S. Coats Construction &
Hall International, Joint Venture
P.O. Box 311
Bend, OR 97701

Re: Malheur River Bridge Section
Contract No. 8280
Wage Rates, Claims Board Review

Gentlemen:

This is to advise you of the Claims Review Board's decision on the question of wage rate responsibility which you presented to the board on May 4.

It is the unanimous decision of the board that there is not a valid basis for adjustment in the contractor's favor to cover the difference between the state and federal wage rates set forth in the contract. The board believes the information available to the contractor adequately set forth the intended basis of bidding, i.e., that the higher of the wage rates must apply.

As was stated to you at the meeting, the proper wage rates must be paid promptly including the make-up payments for work already done on the project. The State agrees that to make such payments now will in no way prejudice or change the real basis for your claim. The funds withheld from your progress payments to cover the wage differential will be promptly returned to you as soon as evidence of the make-up payments is presented. This can be in the form of a supplemental payroll and an amended Public Works Contractor Wage Certification (form 124 RE-1). This material should be submitted directly to Resident Engineer Hiatt, upon receipt of which he will promptly authorize release of the withheld funds.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fr

cc: H. S. Coulter
E. S. Hunter
W. E. Schwartz
C. D. Hiatt

Form 81-734-3122

8280

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 12, 1976

Douglas S. Coats Construction &
Hall International, Joint Venture
P.O. Box 311
Bend, OR 97701

Re: Malheur River Bridge Section
Contract No. 8280
Wage Rates

Gentlemen:

Confirming the information exchanged with Mr. Coats' office by phone last Friday, April 9, a meeting with the Claims Review Board has been set for 1:30 P.M., Tuesday, May 4, 1976, in the small conference room (Room 120) of the State Highway Building in Salem. This is to consider the question of whether you are required to pay only the wage rates which were transmitted to plan holders by Revision Letter No. 1 dated July 30, 1975. Copies of that revision letter and your March 31, 1976 letter to Mr. Coulter will be provided to the Board in advance of the meeting for their information.

As I explained to Mr. Coats by phone, the previous project to which we have referred as a possible precedent to this current situation was the N. Fork Walla Walla River Bridge Contract No. 8178 on which Douglas S. Coats Construction was the contractor. A similar revision letter dated April 10, 1975 was released to plan holders for that project.

In accordance with a recent ruling on labor compliance enforcement, we will revise the deduction being made on your progress payments to cover only the possible wage differential, that is, only the difference between the wages actually being paid to your employees and the higher of the contract prevailing wage rates. This adjustment will be made on Estimate No. 7 which is currently being processed.

RECEIVED
APR 13 1976
Office of
Assistant State Highway Engineer

Form 81-234-3122

If you have any further question as to the format of the Claim Review Board meeting, or the informal procedure followed there, please call me and I will try to explain further.

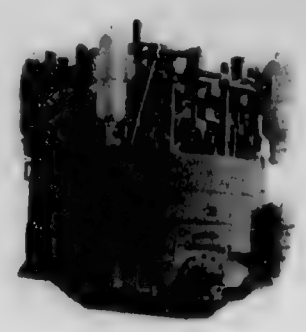
Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fr

cc: E. S. Hunter (w/att.)
R. L. Schroeder "
L. W. Rulien "
Jack Sollis "
V. E. Skoog
H. S. Coulter
W. E. Schwartz
C. D. Hiatt
C. G. Swenson "

HALL INTERNATIONAL, INC.
POST OFFICE BOX H MADRAS, OREGON 97741
PHONE 503-475-6191



March 31, 1976

4-1-76
REFER TO
Construction
BY ASST. STATE HWY. ENGR.
R/D reply

Mr. H.S. Coulter,
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Coulter:

In reply to your letter of March 24, 1976, we have never refused to pay the prevailing wage rate. We have only ask for assurances that we would be reimbursed for such cost.

In the revision letter no. 1 dated July 30, 1975, if the instructions in this letter were not to be followed, we can not understand why it was sent in the first place.

We note on the front of the Blue Book of the bidding documents dated August 14, 1975, stamped revision, specifically referring bidders to your revision letter of July 30, 1975.

We, also, note in your letter of March 24, 1976 where you have quoted; In case of conflict of any of the above minimum hourly rates and other pertinent minimum hourly rates, as such other rates have been set forth in the contract provisions in accordance with federal regulations, the higher of the conflicting wage rates shall be applicable under the contract. None of this quote was part of the revision letter of July 30, 1975. We will let the document speak for its self.

We do note that after our conflict of interest with you, your revision letter under date of January 14, 1976 started having the above quoted clause in them. We will, also, let the revision letter dated January 14, 1976 speak for its self.

We are not aware of participating in any contracts, of which you refer. We followed the instructions as outlined by you and bid the job under the revised wages, and will insist that we be reimbursed for any additional cost. We question your authority

RECEIVED
APR 1 1976
Office of
Assistant State Highway Engineer

to withhold any money from the contract under this particular situation, particularly the withholding of double the amount involved.

We want to, once again, impress upon you the extreme hardship the withholding of these funds are placing upon us. If it is your intent to bring economic pressure upon your contractors to force them into accepting a loss, which was none of their doing, then you have certainly succeeded in bringing this about.

You refer to bringing legal action against us. We had hoped this might be avoided. However, under the circumstances which you have brought about, we are mailing a copy of this letter along with all correspondence relative to this matter to Mr, John Stewart, our attorney. We will ask that any correspondence concerning this matter be mailed directly to Mr. Stewart. If this is against regulations, then please mail Mr. Stewart copies of all correspondence relative to this matter.

Very truly yours,

DOUGLAS S. COATS, CONTRACTOR

HALL INTERNATIONAL, INC.
A Joint Venture

Douglas S. Coats

By, Douglas S. Coats,
Project Manager

Joe Hall

Joe Hall

DSC:ef

JH:ef

cc: Mr. John Spencer Stewart
Kobin & Meyers
Attorneys At Law
Suite 800
610 S.W. Alder Street
Portland, Oregon 97205

#8280

1B

HIGHWAY BUILDING SALEM, OREGON 97310

March 24, 1976

Douglas S. Coats Construction &
Hall International
P.O. Box 311
Bend, OR 97701

Gentlemen:

I have been advised by our Construction Administration Engineer that you have refused to pay the wage rates listed under prevailing journeyman wage rates in Oregon - July, 1975, which are included in the contract special provisions in Contract No. 8230, which concerns the Malheur River Bridge Section. I understand that your refusal to pay the prevailing state rate is based on the revision letter received by you relating to prevailing federal wage rates.

I must advise you that in accordance with the contract to which you are a party, you are obligated to pay the state's prevailing wage rates. The revision letter which you received specifically states that the new wage rates are to supersede decision number OR 75-5055, which is the prevailing federal wage rates. There is nothing in the letter which indicates that these rates will supersede the state prevailing wage. Further, there is nothing which alters the information sheets containing the state prevailing wage rate which previously were given to you which state that:

> "In case of conflict of any of the above minimum hourly rates and other pertinent minimum hourly rates, as such other rates have been set forth in the contract provisions in accordance with federal regulations, the higher of the conflicting wage rates shall be applicable under the contract."

There appears to be nothing to support your contention that the revision letter superseded all prevailing wage rates. This is particularly true since you have been a frequent participant in other federal aid contracts in which dual wage rates were involved and have in fact received a revision letter exactly the same as the revision letter in question in the present

case. In the prior instance when you did receive the letter revising federal wage rates, the state rate was higher than the federal rate and the payrolls show that you paid the state rate.'

If you do not comply with the request of the Highway Division to pay the state prevailing wage rate, it will be necessary to initiate legal action.

We therefor must insist that the higher wage rates be paid. The sum of $16,800 has been withheld from your progress payments through the March 5 Estimate No. 6 to cover this wage deficiency to that time. We urge an early resolvement of this issue, as the complexities of documenting individual make-up payments to the workmen involved increases with the passage of time.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

SC:MD;hg;JAB:fr

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
Jack Sollis, Attn: Mary Deits
W. E. Schwartz
C. D. Hiatt

8280

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 18, 1976

FILE: CON 5 #8280

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Malheur River Bridge
Contract No. 8280

TO: Jack Sollis
Asst. Attorney General & Asst. Counsel

We have researched a little further concerning possible past involvement of the prime contractors on this project with other State Highway projects in the past that may have included both State and Federal wage rates. Attached is a tabulation showing Douglas S. Coats has had 7 other contracts, all of them Federal-aid (and therefor with dual wage rates). We also find that on one of these, Contract No. 8178, a Revision letter sent out revised Federal wage rates and with the same wording used for the subject project. We further note that the State rate shown for Ironworkers was higher than the Federal rate and payrolls show the State rate was paid by the contractor.

Please advise what you think our position should be in response to the contractor's December 27 letter and how it could be communicated to him most effectively.

JAB:fr

Att.

cc: H. S. Coulter
W. E. Schwartz

P.S. Your February 17 letter was just received. Please advise on last item above anyway. I would prefer you write to the contractor or at least draft a letter for Front Office signature.

RECEIVED

FEB 19 1976

Office of
Assistant State Highway Engineer

Form 81-736-1108

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8280

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section Malheur River Bridge Date February 3, 19 76

Highway Olds Farry - Ontario F.A.P. No. US-DP-23-010(2)

County Malheur Prefix 123-1040 Account No. 276-04

Description of Work To Be Done:

Permanent Signing

APPROVED EFFECTIVE DATE 2/12/76
Contingent upon modification of project agreement if additional funds are required.
BY [signature]
TITLE Area Engineer
DATE 3/5/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Throughout Project.

Estimate of Quantities and Costs:

Labor & Materials $500.00

Explanation:

The State has the necessary materials readily available. Due to the small quanity involved the State can perform the work most economically. This is an anticipated item.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,001,108.59
Present estimate of project cost, including $500.00 for work under this order	$1,001,108.59
Expected under-run / over-run (amount)	$ -0-
Expected under-run / over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer
C. D. Hiatt

Approval Recommended: [signature] Regional Engineer
REGIONAL CONSTRUCTION ENGINEER

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: [signature] Construction Engineer

8.2.30.

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-66	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-11-75	STATE Oregon COUNTY Malheur PROJECT NO. US-23-010(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rt. 201, N. Ontario Urban Bdry. to S. 0.5 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	5-14-75	
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 33,000	$ 25,800

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright for G. L. Green
(Division Engineer)

Date executed by Division Engineer SEP [illegible]

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, September 8, 1975

Federal-Aid Project
No. US-23-010(1)

MALHEUR RIVER BRIDGE SECTION
OLDS FERRY-ONTARIO HWY. III MALHEUR COUNTY

Project Agreement Estimate.

Type Code ROW
Right-of-Way (Sta. 1507+50 to Sta. 1535+00)

Right-of-Way	All Required	$28,000.00
	Subtotal	$28,000.00
	Acquisition Expense	5,000.00
	Total	$33,000.00

Length of Project - - - 0.491 mile

Federal Funds -	$25,800.00
State Funds -	7,200.00
Total	$33,000.00

Prefix 123-2512

Group 1 - 100%

821

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
August 14 and 28 Bid Lettings

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366. Bids were opened August 14 on the following:

1. **Barnett Road Undercrossing Section**
Pacific Highway, Jackson County

Grade, Pave and Structure

Five- to eight-foot sidewalks will be provided.

2. **Modoc Point (Units C and D) Section**
The Dalles-California Highway, Klamath County

Grade, Pave and Rock Fallout Protection

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

3. **Malheur River Bridge Section**
Olds Ferry-Ontario Highway, Malheur County

Grade, Pave and Structure

Same as No. 2. Eight-foot shoulders will be provided.

Bids will be opened August 28 on the following projects:

1. Nelson Point Interchange-Spout Creek Section
   Old Oregon Trail Highway, (I-80N), Baker County

   Rock Protection Fence Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Ten-foot shoulders exist on I-80N.

2. Bluff Road-Tenecyck Road (Sandy) Section
   Mt. Hood Highway, Clackamas County

   Grading, Paving and Signals Project

   Grading and paving incidental to signalization. Sidewalks exist. Curb ramps are being provided.

3. "A" Avenue at 8th Street (Lake Oswego) Section
   FAS 630 (City Street), Clackamas County

   Signal Modification Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Oswego Creek Bridge Section
   FAUS Route 0205, Clackamas County

   Grading, Paving and Structure Project

   Grading and paving incidental to bridge construction. Six-foot sidewalks will be provided.

5. Hubbard Interchange (Southbound O'Xing Structure)
   Pacific Highway (I-5), Clackamas County

   Paving Project (replacement of bridge deck surface)

   Ten-foot shoulders are provided on the structure.

6. Oregon Coast Highway at "U" Street
Seaside, Clatsop County

Traffic Signal Project

No highway work. Class III bike lane exists on US101 in this area.

7. Scappoose (S.E. Second Street) Section
Columbia County

Grading and Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

8. Green Springs Highway Junction-
Walker Avenue (Ashland) Section
Rogue Valley Highway, Jackson County

Illumination Project

Same as No. 3.

9. Front Street-Mill Street (Creswell) Section
Goshen-Divide and Springfield-Creswell Highways
Lane County

Grade, Pave and Signals Project

Asphaltic concrete sidewalk exists. Four-foot shoulders provided.

10. Miller Road-Stemple Creek Section
Siletz Highway, Lincoln County

Grading and Placing Aggregate Project

No surfacing being placed under this contract.

11. 13th Street S.E. at Hines Street S.E. (Salem) Section
FAUS 5051, Marion County

Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Sidewalks exist.

12. Rural Avenue-Vista Avenue (Salem) Section
Pacific Highway East, Marion County

Signals Project

Same as No. 11.

13. Memaloose Safety Rest Area-Idaho State Line Section
Columbia River and Old Oregon Trail Highways between
M.P. 73 and M.P. 378 (I-80N), Five Counties

Sign Shelters Project

Same as No. 3.

14. Tualatin Valley Highway at S.W. 198th Avenue Section
Tualatin Valley Highway, Washington County

Grading, Paving and Signals Project

Grading and paving incidental to signalization project. Six-foot sidewalks provided.

15. Park Street (Burns) Section
City Street, Malheur County

Grading and Paving Project

Same as No. 7.

16. Saginaw Avenue North (Hines) Section
City Street, Harney County

Grading and Paving Project

Same as No. 7.

17. Siletz River Bridges, Lincoln County

Maintenance Painting

Same as No. 3.

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

RS:mc/DES:jp ja

8280

June 30, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Malheur River Bridge
Project No. US-DP-23-010(2)

We hereby request the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the above-mentioned project.

This right-of-way restriction as summarized in our previously transmitted right-of-way status report involves only the roadway construction on the south end of the project. The contractor will be able to work unrestricted on the bridge as well as all of the roadway north of the bridge and the south approach extending from the bridge 1,008 feet. The Highway Division's work plan is for the contractor to construct the bridge first, then construct the roadway. Using this construction approach there would be no delay to the project because of the right-of-way restriction.

We believe it is in the public interest to receive bids on July 31, 1975 to be able to have the contractor working on the bridge during the summer construction season and during the fall low water flow. Also, getting this million plus dollar contract started will alleviate part of the unemployment problem in the eastern part of the State.

The contract specifications will contain the restrictive clause required in FHPM 6-4-1-6, paragraph 7h, that the contractor will not be allowed to work on the south end of the project between Engineer's Station 1520+00 to Station 1532+75.

DAR:bb

cc: F. B. Klaboe
E. S. Hunter
John Oakes
J. H. Versteeg
C. G. Swenson
D. E. Swan

Transaction Number 6-209 and 6-210

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-26-75

BY (Signature): L. W. Rulien's June 25, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☒ OTHERS EGC

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 198 THRU 199

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
198	US-DP-23-010(2)	0.43	664,200	519,300	Malheur River Bridge Section. Malheur County State of Oregon.	Grade,drain, high type pavement and one structure.
199	DP-US-23-010(2)	0.25	449,800	351,600	"	"
		(0.68)	(1,114,000)	(870,900)		

RECEIVED
STATE HWY ENGR
"
JUN 30 '75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act

NOTED
E.S. HUNTER

REMARKS (Division)

7-1-75
ORIGINAL TO
L.W. Rulien

RECEIVED
JUN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-26-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48 (Rev. 8-71)

GPO 915-490

8280

June 25, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. US-DP-23-010(2)

We are submitting program data for one jointly financed Urban-Economic Growth Center Project No. US-DP-23-010(2), Item Nos. 198 and 199 (Urban), "Malheur River Bridge Section", which we desire to have included in the Urban and Economic Growth Center Federal-aid Highway Programs.

It is our present intention to receive bids for this project on August 14, 1975.

One copy of the State Clearinghouse A-95 review approval letter, dated October 15, 1974, was forwarded previously.

JG:bz

Enclosure

Budget Bureau No. 41-R2067; Appr

U.S. DEP
BU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

6-25-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1	SR 201, 0.25 mi N of Malheur Riv, S 0.68 mi	ADT	3,200*	5,000	95	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SE
	Gr., Dr., H.T. pave, One Bridge								US-DP-	23-010	

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Urban Extension	Malheur	045

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Ontario	S	23-010	455	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1448)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE		SR 201, 0.25 mi N of Malheur River, S 0.68 mi.					
5					ROW							
5					CONST (CODE) X081 6201		"Malheur River Bridge Section"	(0.68)	(1,114,000)	(870,900)		
								0.43	664,200	519,300	144,900	
								0.43	664,20	519,300	144,900	

(10) (23) (24) (25)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

REMARKS

Additional Data: Item No. 190; US-23-010(1). *DHV is 320.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

O.

FORM PR-1 (REV. 6-61)

6-25-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	SR 201, 0.25 mi N of Malheur Riv, S 0.68 mi		3,200*	5,000	95	10	Oregon	41	032	198

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
, H.T. pave, One Bridge								US-DP-	23-010	(2)		

FEDERAL FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Urban Extension	Malheur	045	

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.	PROGRAM STAGE
Ontario	S	23-010	455	--	1 OR X 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		SR 201, 0.25 mi N of Malheur River, S 0.68 mi.						Const. one prestressed conc. beam bridge (L 380'). Gr., dr., H.T. pave approach roadways at both ends of bridge to provide 2-12' lanes with 8' shldr's.
	ROW								
	CONST (CODE) X081 6201		"Malheur River Bridge Section"	(0.68)	(1,114,000)	(870,900)			ROW-80' min.; Access control-parrial; Parking restrictions--none.
				0.43	664,200	519,300	144,900		
			PROJECT TOTALS	0.43	664,20	519,300	144,900		

PARED BY

OGRAM APPROVAL DATES

REMARKS

Additional Data: Item No. 190; Project No. US-23-010(1). *DHV is 320.

-over-

USCOMM DUSCOMM-DC 48808-P67

MALHEUR RIVER BRIDGE SECTION

Project No. US-DP-23-010(2)

REMARKS - continued;

NOTE: This project is jointly financed using Economic Growth Center and Urban Extension Funds. The overall length of the project is 0.68 miles and based on physical location of the Urban boundary the part in the Urban Area (0.43 mi.) is financed with Urban Extension Funds and the part outside the Urban Area (0.25 mi.) is financed with Economic Growth Center Funds.

Project Data: Construct, on improved alignment, one prestressed concrete beam bridge (Br. No. 731B) 380 feet long with horizontal clearance of 40 feet. Grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.61 mi.) to provide two 12-foot lanes with 8-foot paved shoulders.

Data for PR-37:

Bridge Type Code X081	- - - - - - - -	Est. Cost $483,500
Raodway Type Code 6201	- - - - - - - -	Est. Cost $630,500

Exceptions to Minimum Standards: None.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU O

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q. 6-25-75

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
	1	SR 201, 0.25 mi N of Malheur Riv, S 0.68 mi	ADT	3,200*	5,000	95	10	Oregon	41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
	Gr., Dr., H.T. pave, One Bridge								DP-US-	23-010	(2)

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Economic Growth Center	Malheur	045

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Ontario	S	23-010	455	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		SR 201, 0.25 mi N of Malheur River, S 0.68 mi.					
5					ROW							
5					CONST (CODE) X081 6201		"Malheur River Bridge Section"	(0.68)	(1,114,000)	(870,900)		
								0.25	449,800	351,600	98,200	
							PROJECT TOTALS	0.25	449,800	351,600	98,200	

Const.
ed con
(L 380
H.T. p
roadwa
of bri
2-12'
shldr'

ROW-8
Acces
tial;
tions-

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item No. 190; Pr

US-23-010(1). *DHV is 320

-over-

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-25-75

PROJECT LOCATION (45 typewriter spaces): SR 201, 0.25 mi N of Malheur Riv, S 0.68 mi

ADT: PRESENT 3,200* | FUTURE 5,000 | YEAR 95

REGION: 10

STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: 106 | ITEM NO.: 199

PROPOSED WORK (35 typewriter): H.T. pave, One Bridge

NATL. FOREST | FM ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): DP-US- | NUMBER: 23-010 | SEQ. NO.: (2)

I Projects Only: POST MI. | DESIG.

FUNDS: Economic Growth Center

Ontario

COUNTY NAME: Malheur | CODE: 045

ROUTE NO.: S | FEDERAL-AID: 23-010 | STATE: 455 | U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 201, 0.25 mi N of Malheur River, S 0.68 mi.						Const. one prestressed conc. beam bridge (L 380'). Gr., dr., H.T. pave approach roadways at both ends of bridge to provide 2-12' lanes with 8' shldr's.
ROW								
CONST (CODE) X081 6201		"Malheur River Bridge Section"	(0.68)	(1,114,000)	(870,900)			ROW-80' min.; Access control-partial; Parking restrictions-none.
			0.25	449,800	351,600	98,200		
		PROJECT TOTALS	0.25	449,800	351,600	98,200		

APPROVAL DATES

REMARKS: Additional Data: Item No. 190; Project No. US-23-010(1). *DHV is 320

-over-

USCOMM-BUSCOMM-DC 48905-P61

MALHEUR RIVER BRIDGE SECTION

Project No. DP-US-23-010(2)

REMARKS - continued;

NOTE: This project is jointly financed using Economic Growth Center and Urban Extension Funds. The overall length of the project is 0.68 miles and based on physical location of the Urban boundary the part in the Urban Area (0.43 mi.) is financed with Urban Extension Funds and the part outside the Urban Area (0.25 mi.) is financed with Economic Growth Center Funds.

Project Data: Construct, on improved alignment, one prestressed concrete beam bridge (Br. No. 731B) 380 feet long with horizontal clearance of 40 feet. Grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.61 mi.) to provide two 12-foot lanes with 8-foot paved shoulders.

Data for PR-37:

Bridge Type Code X081	- - - - - - -	Est. Cost $483,500
Raodway Type Code 6201	- - - - - - -	Est. Cost $630,500

Exceptions to Minimum Standards: None.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

Malheur R Br
Hwy 455
Malheur Co

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 27, 1974

RECEIVED
COUNTY & CITY SECTION
DEC 30 1974
☐ ENGR. ☑ COOR ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
R. L. SCHROEDER

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Malheur River Bridge Section
Ontario Bridge
Olds Ferry-Ontario Highway
Malheur County, Oregon

INTRODUCTION This negative declaration is concerned with the realignment of approximately 3,580 feet of the Olds Ferry-Ontario Highway (Highway 455) and the replacement of the existing Malheur River Bridge with a new structure. The completed project would eliminate hazardous curves at the bridge approaches, alleviate local traffic congestion, and provide an improved flood control facility at the river crossing. During the planning of this project, the principal environmental aspects that were considered were highway safety, riverine water quality during construction, alteration of river channel, displacement of utilities, archeological resources, wildlife habitat, and highway-related land use changes. The proposed project is located in a transitional urban-rural environment between mile-points 24.43 and 25.04. The southern terminus of the project is approximately one-half mile from the city of Ontario, Oregon.

This negative declaration has been preceded by an environmental assessment as outlined in the Oregon Action Plan for Transportation Planning (1974). The project was accorded Negative Declaration status (Category 3) by the Oregon State Highway Division in August of 1974; the Federal Highway Administration concurred with the recommendation in September of 1974.

PROJECT DESCRIPTION

The proposed project provides for the construction of a reinforced concrete bridge approximately 380 feet in length, located approximately 50 feet downstream from the existing bridge. Also included in the project is .67 mile of roadway bridge approach (Figure 2). The roadway would consist of two paved twelve-foot travel lanes with four-foot paved shoulders. The new bridge would replace the 300-foot reinforced concrete structure presently in service and would have a 32-foot roadway providing for two twelve-foot travel lanes and four-foot shoulders. The old bridge would be removed, and its approaches would be obliterated upon completion of the project.

The construction of the proposed project would require the acquisition of right-of-way along some 3,800 feet of new alignment. The proposed alignment would require a limited alteration of the Malheur River channel as a precaution against erosion. Riverbank protection would be provided by riprap strategically placed on both sides of the channel (Figure 3). Construction scars would be mitigated by planting willows (Salix spp.) along the proposed revetment. The willows would also contribute to bank stability.

Although the proposed project does not include significant changes in the local drainage system, drainage facilities would be replaced in kind where warranted.

Three possible sources of riprap and crushed aggregate have been identified. These sources are in public ownership and have previously been utilized by the Highway Division. The project requires approximately 3,700 cubic yards of riprap.

The proposed project includes the installation of guardrail and signs as necessary. Gas, power, and telephone facilities would be relocated along the proposed right-of-way by the responsible company.

PROJECT HISTORY AND PURPOSE

The Oregon State Highway Division has recognized a need to improve the Malheur River Bridge and approaches for a considerable period of time. However, obligations throughout the state have precluded other than standard maintenance projects on this section. In the past few years, citizens have petitioned the Highway Division to improve the birdge and its approaches. The same opinion has been expressed in articles appearing in Ontario's leading newspaper. The relatively high accident rate for this section has been attributed to the number and type of vehicles using this facility, the width of the bridge, and the curvature of the southerly bridge approach.

The Oregon State Highway Division has computed an average daily traffic (ADT) of 3,100 vehicles for this section of highway (1973). A number of these vehicles are trucks from

local farms and nearby paving companies. The narrow bridge (nine-foot, eight-inch travel lanes) cannot provide the margin of safety necessary for this type of traffic. Motorists tend to wait for trucks to cross before proceeding onto the structure, thereby creating congestion at the bridge approaches. The bridge was constructed in 1922 and does not meet current design and loading standards.

The present bridge approaches are also narrow and hazardous. In addition, the northerly approach is located on a sharp (fourteen-degree) curve. These hazardous conditions are reflected in the following accident rates:

Year	Accident Rate (MP 24.0-MP 25.0)	Statewide Accident Rate (Secondary Urban Highway)
1972	5.28	4.63
1973	5.30	2.87

A Notice of Intent (A-95) has been circulated in accordance with Executive Memorandum 02-270-20.

ALTERNATIVE PROPOSALS

Several alternative alignments and designs have been considered to provide a safer and more efficient highway facility. The proposed alignment was found to be the least detrimental to the existing environments. Other alternatives included the following:

(1) Widening the highway and bridge while maintaining the present alignment.

(2) Constructing a new highway and bridge upstream from the proposed alignment.

In maintaining the present alignment, the hazardous curve at the northerly bridge approach would remain unchanged; widening the bridge would not resolve structural and foundation problems. An upstream alignment would provide very little horizontal line improvement. In addition, several farm buildings, transmission lines, and a house would be displaced. Neither alternative would constitute a significant adverse impact on the physical environment.

ENVIRONMENTAL SETTING

The proposed project is located on the Malheur-Snake River floodplain at an elevation of about 2,140 feet above mean sea level. The confluence of the Snake and Malheur Rivers is less than a mile from the project area. Local topography is rolling to flat; relative relief is less than 100 feet.

The average annual precipitation at Ontario, Oregon, is about 8.5 inches--most of which occurs during the winter months. July temperatures average 77° F.; January temperatures average 28° F.

The Snake River floodplain at Ontario is principally utilized as irrigated farmland. Local crops include onions, sugar beets, and potatoes--all of which are processed in Ontario. In season, there is a considerable amount of farm to processing plant traffic. Some of this traffic utilizes the Olds Ferry-Ontario Highway.

Much of the natural vegetation on the floodplain has been removed for crop production. That which remains is primarily riverine, growing along irrigation ditches or stream banks. Common plants include willow (Salix spp.), black cottonwood (Populus trichocarpa), cattails (Typha latifolia), and native rye grasses (Elymus spp.). Some small parcels of former cropland abutting the Olds Ferry-Ontario Highway have reverted to large sagebrush (Artemisia tridentada) and rabbitbrush (Chrystothamnus).

The Olds Ferry-Ontario Highway crosses the Malheur River at milepoint 24.6. The river drains an area of about 4,680 square miles above the existing bridge. Stream flows are low during most of the year. Although stream flow increases with spring snowmelt, flooding is infrequent. Major floods may occur, however, during the winter or spring when snowmelt is augmented by rainfall. The proximity of the Snake River to the project area has a decided effect on flood levels. Stream flow in the project area is regulated by four reservoirs.

Historically, highway flooding within the project area has not been a major problem. The 1957 flood (20,800 cfs--regulated peak) was the only event during which the highway was closed because of road or bridge washout. At that time, the bridge was severely damaged by undermining. (The proposed project has been designed to alter the stream approach conditions under which the present bridge was damaged.)

The main Malheur River channel in the project area is approximately 100 feet wide. Runoff from the surrounding agricultural lands is in part responsible for turbid conditions that exist throughout much of the year. The Malheur does not support anadromous fish or trout; however, bass and catfish may be taken in the vicinity of the proposed bridge.

Being only one-half mile from the city of Ontario, the project area displays both urban and rural characteristics. Real estate north of the proposed bridge is zoned as farmland (F-1) and is primarily utilized for the production of alfalfa

and grain crops. Lands susceptible to periodic flooding are generally in pasture. Property south of the proposed bridge is typically divided into residential lots. A number of these lots abut the Snake River to the east.

The city of Ontario has experienced marked growth in recent years. City population increased from 5,000 persons in 1966 to 7,500 in 1973. The metropolitan population is about 9,000. Growing agri-industrial activity has had a decidedly adverse impact on local highways. In the proposed project area, the Olds Ferry-Ontario Highway has the characteristics of a secondary urban facility.

Three utility companies have facilities within the proposed project area. They are the Malheur Home Telephone Company, Cascade Natural Gas Company, and the Idaho Power Company.

Local riparian thickets and pastureland support a variety of wildlife. Upland game birds and waterfowl are hunted along the Malheur and Snake Rivers. Fur-bearing animals such as beaver and muskrat are not uncommon in the project area. Large game animals generally frequent the arid uplands away from the river.

Some artifacts have been found along the Malheur and Snake Rivers, attesting to former Indian occupancy; however, no significant archeological discoveries have been reported in the vicinity of the Malheur River bridge.

ENVIRONMENTAL IMPACTS AND MITIGATIVE ACTIONS

In addition to improved safety, the most significant environmental impacts are associated with the modification of the Malheur River channel and the acquisition of right-of-way and riprap materials.

Channel modification is deemed necessary to protect the foundation and abutments of the proposed bridge. Several designs that included a channel change were rejected in favor of one requiring only modification. As depicted in Figure 2, the proposed project would require strategically placed fill and riprap to alleviate erosion and protect the new bridge abutments, and would require some excavation of the river both upstream and downstream to more effectively direct the flow of water through the structure. Bridge bents would be skewed about 50^{o} to the proposed roadway centerline to deflect the current away from the left downstream bank.

While it is conceivable that bass, carp and catfish spawning beds could be damaged during bridge construction, the Highway Division will endeavor to circumvent harmful actions by the careful selection and placement of riprap, the planting of

willows to stem erosion, and the avoidance of streambed disturbance during specific periods. The recommendations of the Oregon State Wildlife Commission have been incorporated into the design and planning of the Malheur River Bridge project.

As presently conceived, the project would require the acquisition of additional right-of-way along the proposed highway alignment for approximately 0.7 mile. The necessary right-of-way would principally be narrow strips of land fronting properties that are in both public and private ownership. Bridge construction and channel work will require the acquisition of approximately 4.5 acres of land along the river. This land is brushy and subject to periodic flooding. The proposed project would also require the relocation of utilities belonging to the Malheur Home Telephone Company, Cascade Natural Gas Company, and the Idaho Power Company.

Right-of-way liaison reports indicate that, although some affected property oweners would prefer keeping their land intact, all appreciate the need to realign the present highway and to improve the existing bridge structure. Only one residential structure, situated on the southwest end of the project, will be significantly impacted. The existing roadway is approximately 75 feet from the house, whereas the proposed alignment is 50 feet from the house, with shoulder slopes and ditch extending to within 20 feet of the house. The residents will experience diminished aesthetics and slightly increased noise levels. The house is presently used as a rental property.

Although a small amount of brushland would be eliminated in project construction, its value as wildlife habitat is considered to be minimal.

The old bridge would be removed and its approaches obliterated upon completion of the proposed project. The disposal site for broken pavement and other waste materials would be selected by the contractor; the disposal of waste materials must comply with the standards of pertinent state agencies in addition to those of the Highway Division.

Crushed aggregate and riprap materials can be obtained from three publicly owned sources or a commercial pit or quarry. Riprap material would be selected to minimize stream siltation. As of this writing, the choice of a borrow source has not been made. If a contractor-supplied source is used, the contractor will be subject to the Standard Specifications governing the use of borrow sources. Sites, routes, and reclamation plans must be approved by the Oregon State Highway Division Regional Engineer after the necessary permits have been obtained from the Oregon Division of State Lands, Oregon Department of Geology and Mineral Industries, and local agencies controlling land use on affected parcels.

The proposed project does not affect parklands or known historical or archeological sites. If any artifacts or paleontological specimens are discovered during construction, work will be halted until the proper authorities have been notified, as specified in Oregon State Highway Division Standard Specifications.

The production of asphaltic concrete to surface the travel lanes will be carried out in the vicinity of the project and will result in some interruption of traffic as the material is being transported and placed on the roadway. There will also be air pollution and noise associated with construction, but enforcement of applicable Standard Specifications will keep the adverse effects at a minimum. Because the project in itself will not create additional traffic, it will not alter existing noise levels or air quality. There will be localized, temporary increases in noise levels and diminished air quality during the period of construction.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in Federal Highway Administration Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly affect the quality of the social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date DEC 19 1974
for Division Engineer

JBK:cb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
Victor D. Wolfe
L. W. Rulien
W. E. Schwartz

FIGURE 1

OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

MALHEUR RIVER BRIDGE SEC.

OLDS FERRY - ONTARIO HIGHWAY

MALHEUR COUNTY

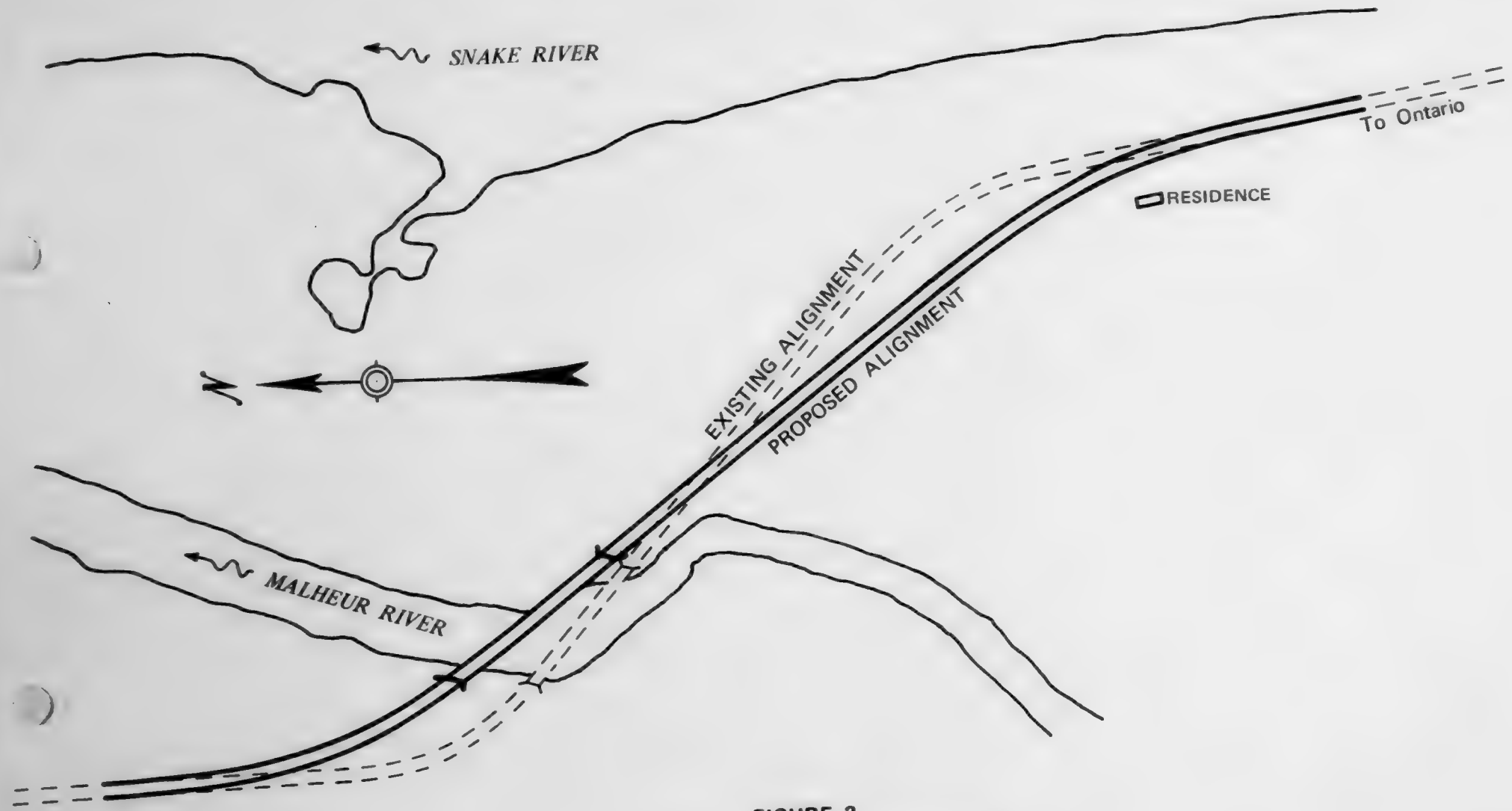


FIGURE 2

PROPOSED PROJECT

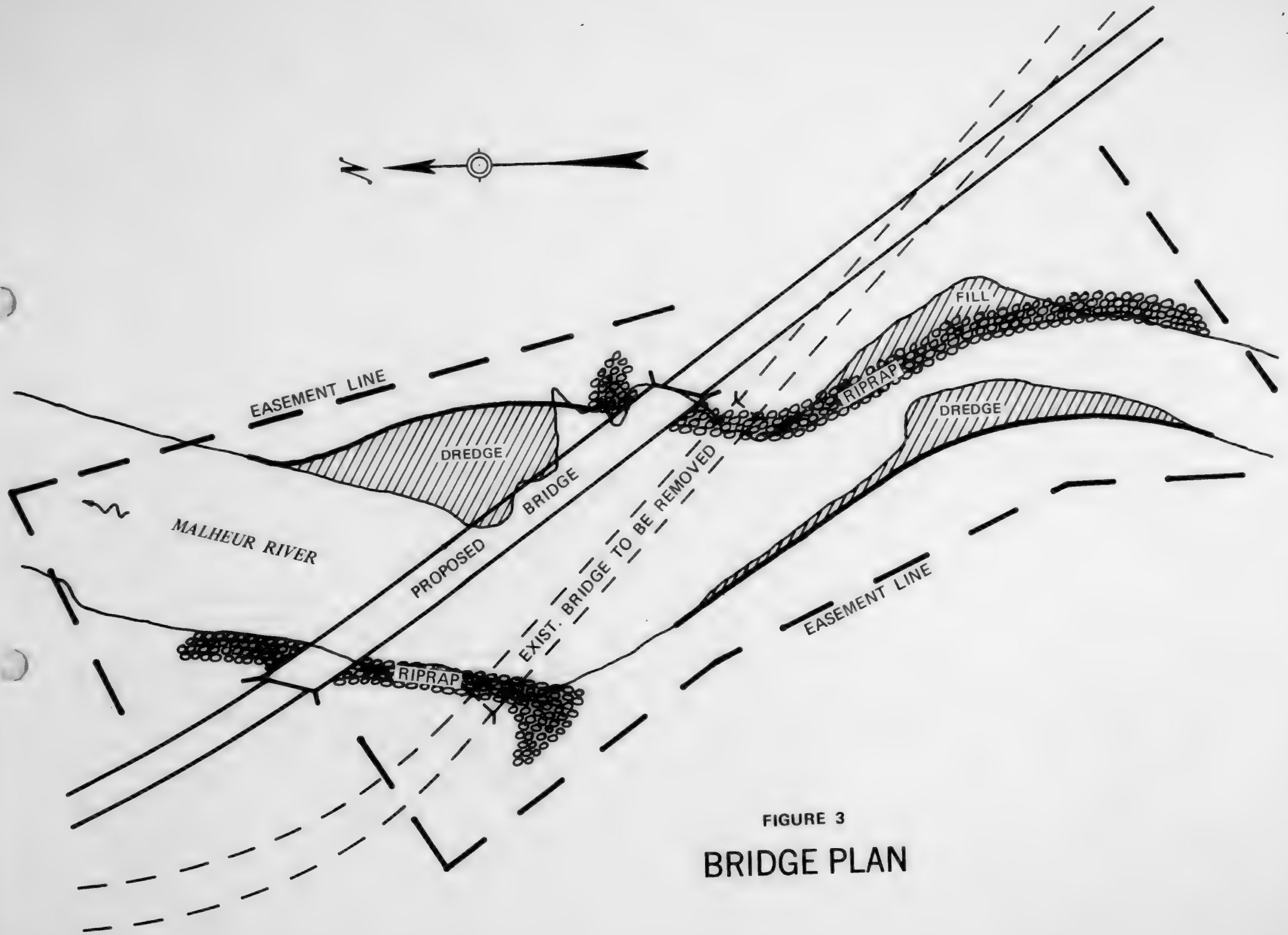


FIGURE 3

BRIDGE PLAN

8280

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 12, 1974

TO Executive Department
Federal Aid Coordination Unit

Southeast Oregon Council
of Governments
Dan Weeks, Interim Coordinator
Vale City Hall
Vale, OR 97918

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for FAS & FAU Funds
State Administrative Dist. No. 14
Malheur River (Ontario) Bridge
Olds Ferry-Ontario Highway
Malheur County

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 16 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be October 15, 1974.

BLG:bb
Attachment

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
C. K. Ansell
W. E. Schwartz
W. J. Hart

this is not based on current plan — ask.

Copy to Gifford.

RECEIVED
SEP 16 1974
PROJECT MANAGEMENT SECTION

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	[1-8] PNRS #	[9] CARD TYPE:	Page One

02	[12] APPLICANT: State Highway Division	[45]	[46] DIVISION: Dept. of Transportation	[79]
03	[12] APPLICANT ADDRESS STREET: State Highway Building	[45]	[46] CITY: Salem [60]	[76] ZIP: 97310 [80]
04	[12] CONTACT PERSON: Walter J. Hart	[45]	[46] AREA CODE [48]: 503 [49] PHONE [55]: 378	[56] EXTENSION: 6210 [59]
01	[12] PROJECT TITLE: Malheur River (Ontario) Bridge		District 14	[71]
11	[12] PROJECT LOCATION CITY: Olds Ferry-Ontario Highway	[45]	[46] PROJECT LOCATION COUNTY: Malheur	[79]
05	[12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): This proposal calls for construction of a new bridge across the Malheur River to			[71]
06	[12] replace a worn, narrow structure, realignment of 2,800 feet of roadway approaches.			[71]
07	[12] and large-scale channel improvement in the Malheur River floodplain. The proposed			[71]
08	[12] reinforced concrete structure is 380 feet long and is located approximately 50 feet			[71]
09	[12] downstream from the existing bridge. The new alignment provides two paved 12-foot			[71]
10	[12] travel lanes with 10-foot paved shoulders. (Continued under REMARKS)			

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
	1,248,000		352,000	-	-	1,600,000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B)	[45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)	[79] [71]
14	[12] FEDERAL PROGRAM TITLE: Title 23 USC Highways			
15	[12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation	[45]	[46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration	[79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[X] 39	[ ] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: October [43] DAY [44]: 15 [45] YEAR [46]: 1974

ADDITIONAL INFORMATION – ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE): 20,205 Highway Planning & Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: September 12, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: September 12, 1974

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY: State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C): Federal-aid Secondary and Urban Extension Programs

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s): 2
(b) State Representative District(s) Number(s): 60
(c) State Senatorial District(s) Number(s): 30

STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $___	%___ $___	%___ $___
Second Year	%___ $___	%___ $___	%___ $___
Third Year	%___ $___	%___ $___	%___ $___

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

REMARKS

The proposed channel change will involve 59,700 cubic yards of excavation, 5,060 cubic yards of toe trench, 12,560 cubic yards of class 700 riprap and approximately 5,000 willow trees to be planted in areas left bare by the channel work. Included in the proposal is the removal and reinstallation of guardrail where required and the complete removal of the existing structure.

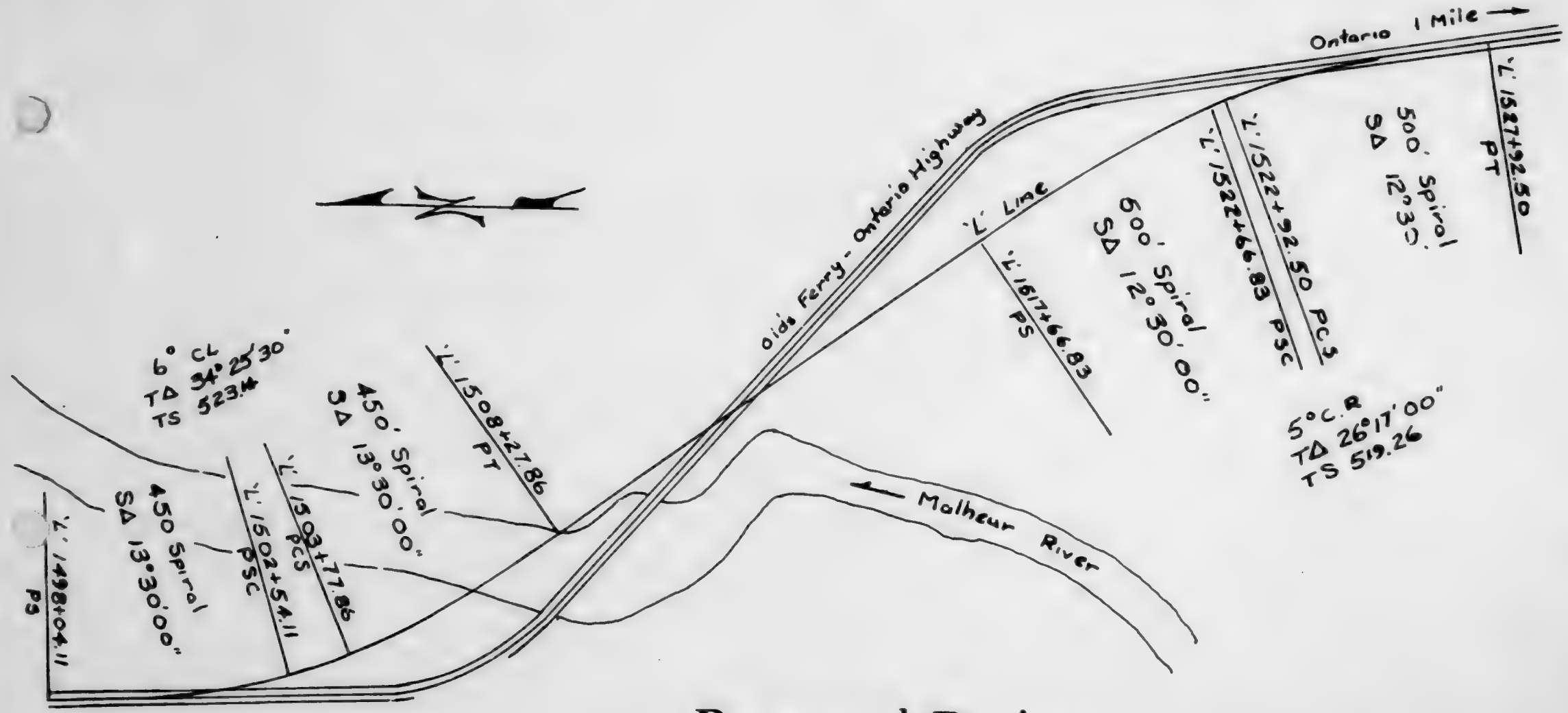
17(F) The new alignment would require relocation or removal of one house and an adjoining garage which has an approx. value of $12,775.

This project is proposed by the State Highway Division.

Right-of-way will be required.

Hearings will be offered.

Malheur River Bridge Section



Proposed Project

8280

Contract # 8280

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE September 10, 1974

TO E. S. Hunter
Assistant State Highway Engineer

MALHEUR

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category

Attached for your information is an assessment on the Malheur River (Ontario) Bridge Section, concurred in by the FHWA indicating that the following environmental documentation is appropriate: Negative Declaration.

Project Management classifies this section as a category 3 project. Your authorization for the Location Engineer to proceed with a survey will place this project in the Project Management System with activities henceforth following Action Plan procedures.

Attach.

BLG:dg

cc J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
V. D. Wolfe
H. S. Cox
G. A. Potter
R. E. Royer
D. E. Swan
W. E. Schwartz
H. W. Oswald

Approved 9-11-74 EEH
cc Rulien
Wolfe
Potter
Schwartz

RECEIVED
SEP 12 19..
OFFICE O..
ASSISTANT STATE HIGH...

RECEIVED
COUNTY & CITY SECTION
SEP 10 1974
OREGON STATE HIGHWAY DIV.
ENGR. ☐ COOR. ☐ OE ☒ AE ☐ DE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☒

ENVIRONMENTAL SECTION

PROJECT ASSESSMENT

Project Manager (Brian Dalziel) Date August 13, 1974

A. PROJECT IDENTIFICATION

Name of Project Malheur River (Ontario) Bridge RS-U-23-010(-) Section

Location of Project Olds Ferry-Ontario Highway

City --- County Malheur Region 5

Est. Cost $ 1,599,726 Constr. Only Length .7 miles Prefix 123-1435-923

B. BRIEF GENERAL DESCRIPTION OF PROJECT

This proposal calls for construction of a new bridge across the Malheur River to replace a worn, narrow structure, realignment of 2,800 feet of roadway approaches, and large-scale channel improvement in the Malheur River floodplain. The proposed reinforced concrete structure is 380 feet long and is located approximately 50 feet downstream from the existing bridge. The new alignment provides two paved 12-foot travel lanes with 10-foot paved shoulders. The proposed channel change will involve 59,700 cubic yards of excavation, 5,060 cubic yards of toe trench, 12,560 cubic yards of class 700 riprap and approximately 5,000 willow trees to be planted in areas left bare by the channel work. Included in the proposal is the removal and reinstallation of guardrail where required and the complete removal of the existing structure.

C. STATUS OF FHWA-OSHD ACTION

		Date
System Action	☐	NA
Program (PE) Approval	☐	Required
Corridor Approval	☐	
Design Approval	☐	
P.S. & E. Approval	☐	

D. PRELIMINARY STUDY REQUIREMENTS

	Yes	No
Study Area Environmental Inventory	☐	☐
Formal Environmental Classification Study	☐	☐
Formal Environmental Classification Study Completed	☐	☐

CATEGORY 3 PROJECT

...ng the terms minimum, avera...
...ject Management Staff consul...
...sis. Short to medium length r...
...minimize harm.
...tail of analysis. Comprehensiv...

E. STATUS OF PROJECT DEVELOPMENT

Reconnaisance	☐	Preliminary Design (Field)	☐	PNRS No.	_____
Location (Field)	☐	Preliminary Design (Office)	☐	Date A-95 Submitted	_____
Location (Office)	☐	Final Design	[X]	Date Reply Received	_____
		Contract Plans Completed	☐	Reply Not Required	☐

F. STATUS OF PUBLIC HEARINGS

				Date
Hearing Not Required	☐	Corridor Hearing Held	☐	_____
Hearing Not Requested	☐	Design Hearing Held	☐	_____
Hearing ~~Requested~~ required	[X]	Combination Hearing Held	☐	_____

G. RESOURCE PERSONNEL ALLOCATION

PERSONNEL	EFFORT REQUIRED*			COMMENT
	MINIMUM	AVERAGE	MAXIMUM	
Biologist		XX		
Urban Economist				
Agricultural Economist				
Accoustical Engineer				
Air Quality Engineer				
Sociologist				
Urban Planner				
Landscape Architect				
Geologist	XX			
Assistant Project Manager				

*For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

(Narrative)

TOPICAL AREAS

- History of Project (Begin with origin, if known, including public input).
- Purpose of Project (Expressed need or program relationship).
- Siting (Topographic and resource features).
- Major Effects (High impact features if determined). Expand Under "Basic Considerations", page 4.
- Other General Information.

The existing structure was built in 1922, provides two travel lanes which are only 9'8" in width, and is not up to current design loading standards. The present roadway alignment consists of 12 degree and 6 degree simple curves, and, due to this dangerous alignment and the narrowness of the bridge, numerous accidents have occurred. In May 1972 a petition signed by 269 area residents was submitted to the OSHD on behalf of Oregon Slope Grange #713 establishing complaint against these dangerous characteristics of the section. In addition, flooding over a period of years has caused drastic changes in the Malheur River channel, and it is now inadequate to handle the amount of flow it receives annually.

The purpose of the proposal, then, is to improve roadway alignment and replace an existing narrow structure thereby providing needed safety and ease of mobility to road users, as well as to improve the Malheur River channel to provide better flood control.

The terrain in the project area is relatively flat ranging from 2,100 to 2,200 feet in elevation. The surrounding area is mostly urban in nature and the population is quite dense. Agricultural usage of land is predominant on the north side of the project crossing.

Although surrounding population is dense, the major effects will be felt by the road user as increased safety and mobility. Excess material from river channel excavation could be used as fill north of the project without excessive haul. Adverse effects from air and water pollution associated with construction can be kept to a minimum by enforcment of existing regulations.

(Use more space if required)

Section 1. cont.,

There is considerable truck traffic over the structure, primarly from three sources: Farm to market, Ontario Asphalt Co. and Ready-to-Pour Concrete companies gravel trucks. Due to the narrow travel way, vehicle traffic has a tendency to wait and permit trucks to cross structure before proceeding. The ADT (All vehicles) across the existing structure for 1972 was 3,200 vehicles, 6% of which consisted of trucks.

1. BASIC CONSIDERATIONS

(Use whatever space is required but be brief)

1. RIGHT OF WAY REQUIREMENT

None or Not Significant ☐ Significant Amount ☒ (Explain and Assess)

Although a figure describing total right-of-way needed is not yet available, the new alignment would require relocation or removal of one house and an adjoining garage which lies on private property. The buildings cover an area of 51' by 24' and have an approximate value of $12,775.

2. WILL PROJECT CHANGE ANY FUNCTIONAL CHARACTERISTICS OF:

a. Existing Facility? No ☐ Yes ☒ (Explain and Assess)

The existing facility will be less of a hazard to road users.

b. Adjacent Land Use? No ☒ Yes ☐ (Explain and Assess)

c. Adjacent Land Access? No ☒ Yes ☐ (Explain and Assess)

BASIC CONSIDERATIONS (Cont'd)

3. ARE SPECIAL CONSTRUCTION METHODS REQUIRED?

No ☐ Yes ☒ (Explain and Assess)

Improvement of the existing Malheur River channel will involve approximately 66,000 cubic yards of excavation. Some of this material will be used in the new roadbed with the rest wasted. Approximately 12,500 cubic yards of Class 700 riprap will be needed along the river in the vicinity of the new structure. On the opposite sides where riprap is not placed, willow trees will be planted for bank protection.

4. WHAT LOCATION OR DESIGN ALTERNATIVES HAVE BEEN IDENTIFIED?

The first alternative would be to use the existing alignment with no horizontal improvement and construct the new bridge in the same location as the existing structure. Another alternative would be to realign the crossing upstream from its present position which would have provided little horizontal improvement. The third alternative of widening the existing structure with no line improvement would be impractical due to maintenence history of the present bridge. The proposed alternative or realignment downstream was chosen because it causes the least amount

Cont., next page.

5. IDENTIFY ANY SIGNIFICANT POTENTIAL FOR FUTURE CONTROVERSIAL ISSUES.

(Social, Economic, Natural Resource)

Excavation and construction in the Malheur River channel can potentially become an issue. The scope of the planned changes makes it necessary to fully evaluate impacts to water quality, fish life and the adjoining floodplain land areas.

J. TYPE OF DOCUMENT REQUIRED

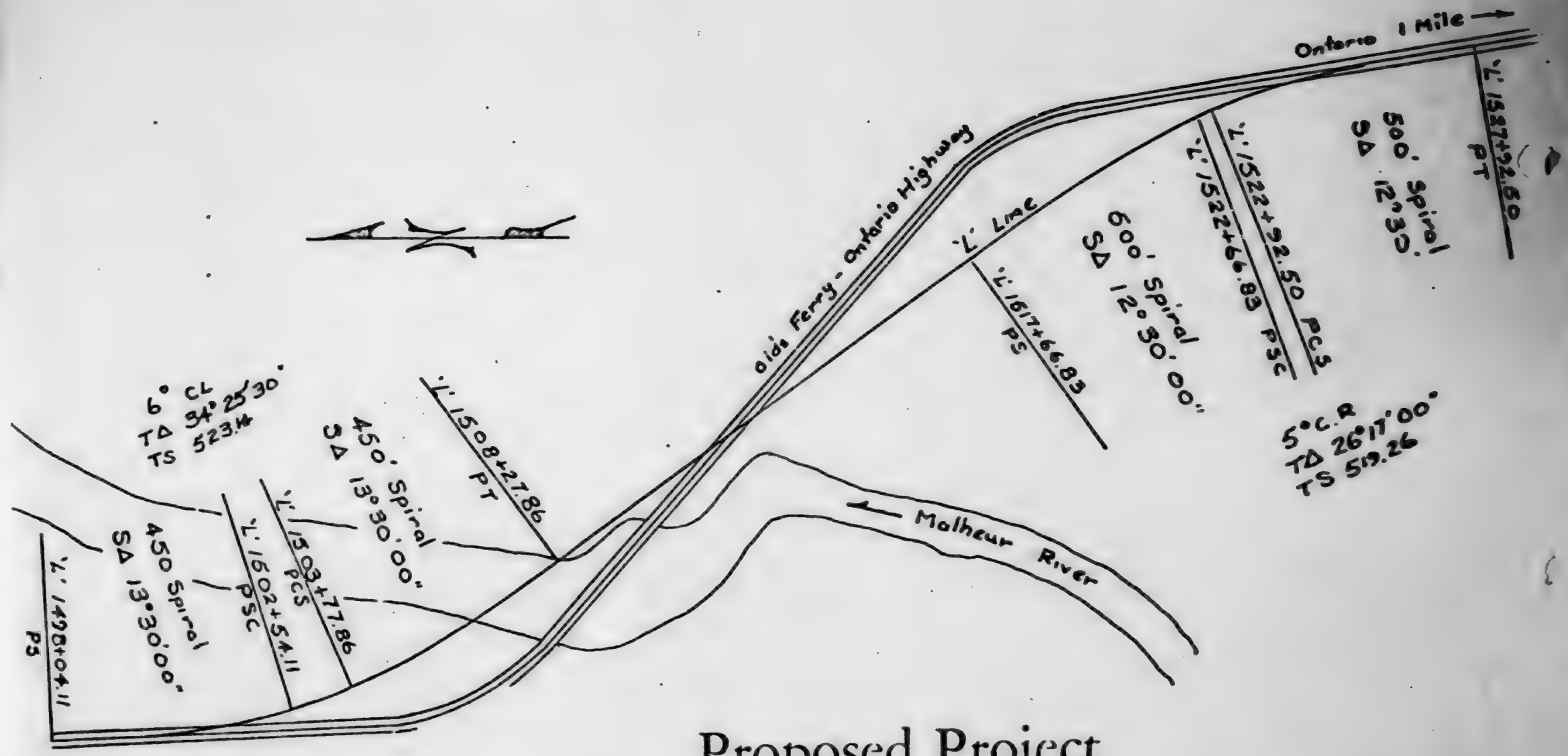
Draft E. I. S.	☐	Negative Declaration	☒	Statewide Negative Declaration	☐
Final E. I. S.	☐	Section 4(f)	☐	Environmental Assessment	☐

K. PRELIMINARY FHWA CONCURRENCE

Approval of Type of Document — 5/23/74 (Date) — FHWA AREA ENGINEER

of disruption to property owners, allows the existing structure to stay inplace as a detour during construction, and because of the expressed need for horizontal realignment at the north end of the project. (See attached map).

Malheur River Bridge Section



Proposed Project

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 4, 1974

In reply refer to: 1041DA.5/F-158(-)

SUBJECT: Project Assessment
Malheur River (Ontario) Bridge Section
Olds Ferry-Ontario Highway
Malheur County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Rulien's August 21, 1974 memorandum on the above subject. Based on the information submitted in Mr. Rulien's letter, we concur that a Negative Declaration would be adequate for this project.

G. L. Green

9-6-74
cc: Rulien
Patter

Attachment
Project Assessment

RECEIVED
STATE HWY ENGR
SEP 5 '74
REFER TO
FOR
Sec | Jones | Asst | Dir | Eng | Ins | Rec

RECEIVED
SEP 10 1974
PROJECT MANAGEMENT SECTION

NOTED
A. E. JOHNSON

BEN GIFFORD

8281 Nelson Point Intchge.-Spout Creek Sec. Old Oregon Trail (Rock fall fence) 1975

8281

July 19, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On July 12, 1976, we wrote to you concerning release of final payment on Contract No. 8281 awarded to Apex Fence Co., Inc., for rock protection fence on the Nelson Point Interchange-Spout Creek Section of the Old Oregon Trail in Baker County.

Final payment on this contract is $6,071.50 and the total contract amount is $107,294. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

er

cc Apex Fence Co., Inc.
P. O. Box 545
Anderson, CA 96007
Attn: James R. Schwab, Controller

United Pacific Insurance Co.
P. O. Box 15901
Sacramento, CA 95813

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8211

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Nelson Point Intchg.-Spout Creek	SECTION: Nelson Point Intchg. - Spout Creek	WEEK ENDING: May 15, 1976
CONTRACTOR: Apex Fence Co., Inc.	HIGHWAY: Old Oregon Trail	SECTION PREFIX: 601-1084
DATE OF CONTRACT: September 5, 1975	KIND OF WORK: Rock Protestion Fence	COUNTY: Baker
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	CONTRACT NUMBER: 8281	FEDERAL AID PROJECT NUMBER: I-80N-7(49) 330
PROJECT AUTHORIZATION: $ 124,427.78	DATE WORK STARTED: October 29, 1975	ESTIMATED COMPLETION DATE: March 6, 1976
EXCLUSIVE OF ENGINEERING: $ 114,560.86	SPECIFIED WORK DAYS	WORK DAYS USED
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 114,560.86	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 166
ESTIMATED PERCENT: OVERRUN / UNDERRUN 6 %	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 111
	ENGINEERING AUTHORIZATION $ 9,866.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
	This week 0.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
	ENGINEERING COST TO DATE $ 6,944.00	DATE PROJECT WAS COMPLETED: March 6, 1976
	PERCENT OF AUTHORIZATION 70 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Fence				

MILES IN PROJECT	2.26	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,040 linft				
TOTAL QUANTITIES CORRECTED TO DATE	6945 linft				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Cloudy-Rain	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Pt.Cloudy	0		
FRIDAY	Windy	0		
SATURDAY	Fair	0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
MAY 17 1976
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No activity on this project all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED A. S. Kirkland
P.F.Burnett, Res. Engr.

LOCATION Baker, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8281.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2069
MONTHLY TRANSACTION NUMBER 5-189		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Baker
MODIFICATION NUMBER 1		Project Number I-80N-7(49)330

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 18, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 120,590	$ 120,590
Federal funds	$ 111,280	$ 120,590
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed Sept 18, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 9,310."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Cruzk
(Division Administrator)
for: G. L. Green

Form PR-2A (Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8.28!

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6 117	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9 8 75	STATE Oregon COUNTY Baker PROJECT NO. I-80N-7(49)330 Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, 4.1 mi. S.E. of Durkee, S.E. 2.26 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-7-75	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 120,590	$ 111,280

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright for G. L. Green
(Division Engineer)

Date executed by Division Engineer SEP 18 1975

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

General Files

Oregon State Highway Division
Salem, Oregon, September 15, 1975

Federal Aid Project
No. I-80N-7(49)330 Safety

Nelson Point Interchange-Spout Creek Section
Old Oregon Trail Highway
Baker County

Project Agreement Estimate.

Type Code Y007
Rock Fallout Protection (Sta. 1437+40 intermittently thru Equation Sta. 1467+22.04=99+17.93 to Sta. 1437+40)

Temporary Protection and Direction of Traffic	All Required		$ 1,500.00
Temporary Signs	74 sq.ft.	5.00	370.00
Flagging	50 hours	15.00	750.00
Rock Protection Fence	7,040 lin.ft.	15.20	107,008.00
			$109,628.00
	Engineering		10,962.00
	Total		$120,590.00

Length of Project - - - 0.00 mile

Federal Funds - - -

8281

OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 .... La Grande, Oregon 97850 .... Phone 963-3177

May 5, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 7 '76
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

NOTED H.S. CONTRACTS

Apex Fence Co.
P. O. Box 545
Anderson, California 96007

Attention Mr. Author Dorris, President

Gentlemen:

Reference: Contract 8281 - Request for Increase in Contract Time

Your letter of April 14, 1976 in which you ask further consideration of your request for increased contract time to complete Contract No. 8281 has been carefully reviewed by this office. No new facts are offered by this letter, only amplification of the facts as originally submitted.

It appears, in examining the file, that you do not have a proper understanding of "contract time" as detailed in Article 108.08, pages 69-70, of the Standard Specifications for Highway Construction. Contract time for this project was expressed as 150 calendar days. Calendar days, according to the specifications, are "every day of every year; subject to exclusions hereinafter given". The exclusions listed in Article 108.08 (b-1) are: (1) Acts of God as such are defined in subsection 101.02. (2) Epidemics, quarantine restrictions, strikes, labor disputes, freight embargoes and acts of the public enemy. (3) Periods when the work is temporarily suspended upon written order of the engineer.

Your claim for extra contract time is based upon three specific reasons: (1) Delays in obtaining materials, (2) Inclement weather, (3) Cold weather concrete pouring. These reasons do not qualify under any of the above listed exclusions.

It was the intent of the Highway Division that the rock fence be in place by early spring of 1976. At this time of year we experience the heaviest rock fall. It was our desire to have the fence in place to protect the motoring public from this hazard.

In order to accomplish this objective, it was necessary to decide how many days the work would actually take and how many days would have to be assigned in order to get the desired number of workdays.

Our staff estimated 50 - 60 workdays to accomplish the work. They were aware that at this time of the year cold weather would be encountered which would affect the progress of the work. They also were aware that much of the material to be used was of a specialty nature and was not readily obtainable off the shelf. These were major considerations used in assigning 150 calendar days.

It is noteworthy that after the workday count started, 36 calendar days elapsed between the time your bid was accepted and you ordered any material. Our records also indicate that most of the month of December was suitable for work, yet you did no work between December 1, 1975 and January 20, 1976.

I only point this out to show you there was plenty of time available within the contract time when the 16 days by which you overran the contract time could have been worked.

Article 108.08 states "Time is of the essence of the contract. Inasmuch as delays in performance of the work will inconvenience the traveling public, obstruct traffic, interfere with business and commerce, may be expensive to the public and may increase cost to the State, it is essential and in the public interest that the work be pressed vigorously to completion".

I am sorry but I find nothing in your request which would justify an increase in calendar days in which to complete the contract.

Sincerely,

For W. E. Schwartz
Regional Engineer

WES:sh

cc H. S. Coulter w/attach
C. T. Keasey "
P. F. Burnett

APEX FENCE CO.

Phone: 365-3316

CHAIN-LINK FENCING — GATES — RAILINGS
PLAYGROUND EQUIPMENT
2010 ALEXANDER AVE. — P. O. BOX 545 — ANDERSON, CALIFORNIA 96007

Schools
Industrial
Residential

April 14, 1976

Oregon State Highway Division
Region 5 Office
P. O. Box 850
Le Grande, Oregon 97850

Attention: W. E. Schartz, Region Engineer

Reference: Contract 8281 - Increase in contract time.

Gentlemen:

This letter is to further substantiate as per Mr. Coulters letter of April 1, 1976 our attached Request for Increase in Number of Workdays, as provided by the Contract Special Provisions "Adjustment of Contract Time Due To Delay in Delivery of Materials", Section 108.08 Contract Time for Completion of Work subsection (b-2) and Section 504.45 Concreting in Cold Weather of the Standard Specifications.

The materials for this contract contained many non-stock items. Shipment of the Chain Link Fence was not made from the supplier Anchor Post Products until November 12, 1975. Materials supplied by Portland Bolt and Manufacturing Co. was not ready for shipment until November 21, 1975. The O.S.H.D. did not supply verified Anchor Rod lengths until December 12, 1975 and the completed list on February 3, 1976. It took three weeks from these dates for manufacturing and shipment. Concrete could not be supplied for a period of 12 days at on point due to the freezing weather.

Section 108.08 "Contract Time for Completion of Work" Calendar Days, states, "Every day of every year": subject to exclusions as hereinafter given: subsection (b-2) states the exclusions due to inclement weather or conditions arising from inclement weather from which the contractor can not get 60 percent of his production under favorable conditions are reasons for extension of contract time. Subsection C gives procedure for protesting which was done by letter to the Resident Engineer on several occasions. Further along the inclement weather and frozen ground conditions, we feel sure our election to not work under the conditions better satisfies the State Industrial Safety requirements.

The Weekly Statement of Calendar Day Charges show some 30 days of snow or snow flurries which would in itself seem justification for extension under the above definitions.

cc Farnell
ACI 4-16-76

8281

April 1, 1976

Apex Fence Company
Post Office Box 1-G
Eugene, OR 97401

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8281 for work on the Nelson Point Interchange-Spout Creek Section of the Old Oregon Trail Highway in Baker County.

Careful consideration was given to the reasons you submitted. In light of the available facts, this extension is denied. We note that the contract time count started September 23, but that site work only commenced October 29, after some materials had been delivered. Then there was a significant interruption of all site work from about November 24 until January 20. This exceeds the days of liquidated damages that accrued later.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. E. Schwartz
Robert Church
Richard Hacek

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 30, 1976

FILE: CON 5 #8281

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Nelson Point Interchange-
Spout Creek
Contract No. 8281
Request for Time Extension

Apex Fence Company requests a 30-day extension of their contract time because of delay on steel fencing materials, alleged delay in obtaining anchor rod lengths from the State and hazardous weather conditions. This project is for the construction of 7,040 lineal feet of Washington type rock fence protection. Bids were opened August 28 and the contract day count started September 23 with a contract amount of $109,628. The project was completed March 6, 1976 with 166 days counted for 16 days liquidated damages at $100 per day. The fence quantity actually underran slightly and there is only one price agreement on the contract which was just to document a change in the fence splice details.

First line posts were delivered October 21. The contractor started digging the post holes on October 29. The first posts were set November 17, but then the contractor did no work from November 24 until January 20. We see no reason why the contractor could not have continued working on the project in late November and much of December and could also have started site work earlier. This span of time more than accounts for the 16 days liquidated damages. A stop work order on the project was discussed with the Region people and was deliberately not invoked because of the way the contract time was set up, and the above facts which indicate the contractor could have been much further along before any prolonged bad weather interference. The contract time was deliberately set to try to get the project completed before the spring thawing cycles when the rolling rock hazard was expected to be worse.

I concur with the Resident and Region recommendations to deny the request for time extension (engineering costs are underrunning). Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
MAR 31 1976
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8281 Contractor Apex Fence Company, Inc.

Highway Old Oregon Trail

Section Nelson Point Interchange-Spout Creek

Kind of Work Rock Protection Fence

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Recommend that time extension of contract time be denied. Only one price agreement on this contract; fence quantity underran slightly and weather conditions should not be factor. Contractor could have started work sooner.

Recommended for Approval:

Division Engineer

for Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	8281
Project designation	I-80N-7(49)330 (State-Federal)
Date awarded	September 5, 1975
Work started	September 23, 1975
Per cent completed	100 % (Date)
No. of Workdays Allowed	150
No. of Workdays Used	166
No. of Added Workdays Requested	30

EP°0896-734

E-320 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 23, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 180 days, within which to complete our Contract No. 8281, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached letter.

Respectfully submitted,

Apex Fence Co., Inc.
Contractor

By Author Davis

CONSENT OF SURETY

Date February 23, 1976

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James L. Williams
Attorney-in-fact

(SEAL)

JAMES L. WILLIAMS
Resident Agent

APEX FENCE CO., INC.

CONTRACTORS LICENSE NO. 269127

P.O. BOX 545
ANDERSON, CALIF. 96007
916/365-3316

P.O. BOX 1 G
EUGENE, OREGON 97401
503/687-0188

February 25, 1976

Oregon State Highway Division
Mr. Frank Burnett, R.E.
P.O. Box 821
Baker, Oregon 97814

RE: Contract No. 8281 - Nelson Point Interchange-Spout Creek Section

SUBJECT: Request for increase in number of workdays

Dear Sir;

We request an extension of time on the above referenced project for the following reasons;

Since the very beginning of this job we have been constantly faced with delays of one kind or another. We sent our purchase order for the chain-link material on September 22, 1975 to Anchor Post Products, however, the material was not ready for shipment until November 12, 1975. (Copy of purchase order and invoice enclosed) The material for the project is all special run and we are enclosing letters from our suppliers confirming this statement. The anchor rods required for the project are manufactured by Portland Bolt Co. The State of Oregon Highway Division was responsible for giving us the lengths on these rods, however, we did not receive the complete list until February 3, 1976. Three weeks are required for fabrication of this material.

On November 10, 1975 and January 4,5,10,11,12, 13 & February 16, 17, 1976 the snow and hazardous weather conditions made it impossible for us to work. On February 3,4,5,6,7 8,9,10,11,14,15 & 16, - 1976 the concrete company refused to deliver concrete because of weather conditions. This statement is supported by an enclosed letter from Baker Redi-Mix Co.

We have written several requests for a project "shut-down" because we felt the weather was too severe to work in and did not want to run the rist of injury to any of our employees. (Copies of letters enclosed.)

In view of all these things, we are requesting an extension of approximately 30 days from end of contract calendar count, and ask that we be exempt from any liquidated damages.

Sincerely,

Author Dorris

Author Dorris

AD/jlb

Enc.

NOTED
P. F. BURNETT

NOTED: A. D. VOHLAND

AFCO FENCE • WHOLESALE DIVISION

ANCHOR POST PRODUCTS, INC. 12482 EAST PUTNAM STREET, WHITTIER CALIFORNIA 90608

Telephone: Area 213 – 693-2794

February 10, 1976

Apex Fence Co.
P.O. Box 1-G
Eugene, Oregon 97401

Gentlemen:

This is to certify that all 3/8" 7-strand, galvanized, high-strength cable furnished on your purchase order no. 5339-376 is in strict accordance with plans and specifications of the Oregon State Highway Commission and will meet specifications set out in the 1975 ASTM Book of Standards.

Again we wish to apologize for our delay in furnishing the chain link fabric on your project. As we discussed, our galvanizing plant was shut down for three weeks during this period in order to change tanks.

We hope on future orders we can be of better service to you.

Very truly yours,

Bob Coston
Regional Sales Manager

BC:kc

P.O. #376

PURCHASE ORDER

[illegible] Fence Co., Inc.
P.O. Box 1-B
[illegible] 97401

No. 5339 - 376

Req. No.

To Timber Post Products

Address 12482 E. Putnam, Whittier Ca. 90608

Ship To

Address

Date [illegible] 22 19 7[illegible]

For Job # 376

Date Required 10/15/75

How Ship Will pick up

Terms

	QUANTITY ORDERED	QUANTITY RECEIVED	PLEASE SUPPLY ITEMS LISTED BELOW	RECEIVED QUANTITY	RECEIVED DATE
1	7[illegible] l.f.		2-[illegible], 2 oz. zinc, chain link fabric K & K		
2	[illegible] l.f.		2-[illegible], 2 oz. zinc, chain link fabric K & K	2 41	1.f.
3	10,000 l.f.		3/8" x 7 Strand High-strength cable	03	1.f.
4			Total 22,791.00		
5			Less 274.00 Freight allowance		
6			22,517.00		
7					
8			CONFIRMING ORDER		
9					
10					
11					
12			To Meet Oregon State Specifications		
13			Contract No. 5251		
14					
15					
16					
17					
18					
19					
20					
21					
22					

DISPOSITION OF MATERIAL

Receiving Clerk

[illegible]

Purchasing Agent

1H 147 Radiform

RECEIVING DEPT. COPY

FORM 139 WH 3 REV. 7-71

ANCHOR POST PRODUCTS, INC., OF CALIFORNIA

ANCHOR FENCE T.P. EST 1892

ANCHOR POST FENCE DIVISION

03001

12382 E. PUTNAM ST.
WHITTIER, CALIFORNIA 90608

PHONE: 693-2794
D-U-N-S 00-306-8970

FACTORIES
BALTIMORE
LOS ANGELES
HOUSTON

SHIP TO . Customer Will Call

SOLD TO . Apex Fence Co.
P.O. BOX 1-G
Eugene, Oregon 97401

ERECT AT

SALES OFFICE	SHIPPING NUMBER	CUSTOMER'S ORDER NO.	DATE RECEIVED	SHIP VIA: PPD.	COL.	TRUCK	FREIGHT
	b 2543-E		11-4-75				

TERMS

OUR ORDER NO. LA 61903-A

DATE SHIPPED 11-12-75 | DATE INVOICED 11-13-75

ORDERED	BACK ORDERED	SHIPPED	DESCRIPTION	PRICE	AMOUNT
2750'		2750'	2-9-12' KK GAW Chain Link 2 oz. zinc	2.41	6627.50
6100'	5200'	900'	2-9-4' KK GAW Chain Link 2 oz. zinc	.80	720.00
					7347.50
			Back Order on #2618.		0
					0
					0

Posted 11-20-75

YOU MAY EARN
A DISCOUNT OF 146.95 IF PAID
BY 11-25-75
Cur[illegible]
Pa[illegible]
C. O. D. [illegible]

#376

This Invoice [illegible] Due On 12/13 .75
A 1% Fi[illegible]
To Balance Of [illegible]
(Annual Rate Of 12 Percent).

On accounts not paid within 30 days of invoice date 1% monthly service charge will be added to the account. 1% monthly charge is annual percentage rate of 12%.

"Seller represents that with respect to the production of the articles and or the performance of the services covered by this invoice, it has fully complied with the Fair Labor Standards Act of 1938, as amended."

MAIL ALL REMITTANCES TO WHITTIER OFFICE

ORIGINAL INVOICE

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.

CONCRETE - SAND & GRAVEL - ASPHALT
P.O. BOX 825
BAKER, OREGON 97814

February 5, 1976

Apex Fence
P.O. Box 1-G
Eugene, Oregon 97401

Re: Nelson Point - Weatherby
Fence Project

Gentlemen:

Please be advised that due to present weather conditions and distance to project from our plant, it will be impossible for us to supply concrete to your job that will meet Oregon State Highway requirements for cold weather concrete work.

Sincerely,

Sonny Walker

Sonny Walker, Manager
Baker Redi-Mix, Inc.

SW:da

PORTLAND BOLT & MANUFACTURING ©

JANUARY 9, 1976

APEX FENCE CO
Box 1-G
Eugene, Oregon

Attn: Art Doris

Per telecon we verify that merchandise for Oregon State Highway job at Baker was not ready for delivery until 11/21. The unusual delay in delivery was because it was necessary to produce a special casting.
Please call if there are any questions.

C.H. Llewellyn
Office Mgr.

CHL;lh

1210 NW Johnson/Portland, Ore. 97209/227-5488

HOT DIP GALVANIZING • BOLTS • NUTS • RODS • THREADING

November 7, 1975:

Pulled off Rock Fence Job In Baker, Oregon
Due To Bad Weather And Unsafe Working
Conditions.

Billy Ray Cole

November 10, 1975:

Pulled off Rock Fence Job In Baker, Oregon
Due To Bad Weather And unsafe Working
Conditions.

Billy Ray Cole

During First Week of December, 1975, Went Back
To Baker, Oregon. Due To Freezing Weather And
Bad Road Conditions Was unable To Work. I went
To The Resident Engineer And Requested To
Shut Down.

Billy Ray Cole

8281

b

Salem, Oregon
December 23, 1975

F.E. Terpin
FINAL DESIGN ENGINEER

To

P.F. Burnett
RESIDENT ENGINEER

Nelson Point Intchg.-Spout Creek
Contract 8281
Anchor Rod Extensions

We have reviewed the contractor's proposed remedial action to extend the too short auchor rods he prematurely acquired for the subject project.

The method proposed is considered satisfactory. However, the coupling nut as shown on the attached sketch is not adequate in our opinion. To insure integrity of the anchor rods without testing, we recommend the use of standard rod-connecting hexagonal sleeve nuts 5-inches in length with a minimum short diamenter of 1 1/4-inches. Connected rods are to be threaded a minimum of 1 3/4-inches each

Both extensions and sleeve nuts are to be fabricate of the same A-36 steel as the original rods and galvanized after fabrication. Scoring of the rods by pipe wrenchs or other field inflicted assembly damage is to be repaired by application of a zinc-rich paint mixture

A price agreement to document the change in contract plans and specifications should be processed without reflecting an increase in cost to the state.

Enclosure

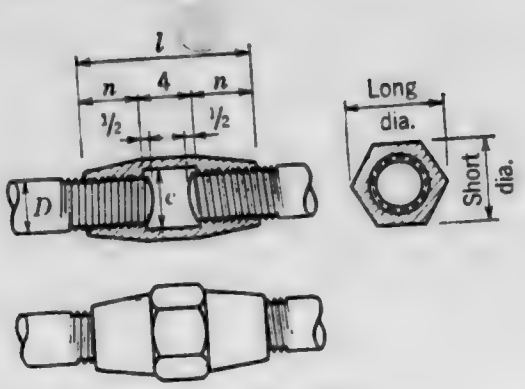
cc: C.T. Keasey, Construction Engineer
W.E. Schwartz, Regional Engineer

bw

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Traut

RECEIVED
DEC 23 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other



Thread: UNC and 4 UN Class 2B

Diameter of Screw D Inches	Dimensions, Inches					
	Short Diameter	Long Diameter	Length *l*	Nut *n*	Clear *c*	Weight Pounds
⅜	11/16	25/32	4	...	...	.27
7/16	25/32	⅞	4	...	...	.34
½	⅞	1	4	...	...	.43
9/16	15/16	1 1/16	5	...	...	.64
⅝	1 1/16	1 7/32	5	...	...	.93
¾	1¼	1 7/16	5	...	...	1.12
⅞	1 7/16	1⅝	7	1 7/16	1	1.75
1	1⅝	1 13/16	7	1 7/16	1⅛	2.46
1⅛	1 13/16	2 1/16	7½	1⅝	1¼	3.10
1¼	2	2¼	7½	1⅝	1⅜	4.04
1⅜	2 3/16	2½	8	1⅞	1½	4.97
1½	2⅜	2 11/16	8	1⅞	1⅝	6.16
1⅝	2 9/16	2 15/16	8½	2 1/16	1¾	7.36
1¾	2¾	3⅛	8½	2 1/16	1⅞	8.87
1⅞	2 15/16	3 5/16	9	2 5/16	2	10.42
2	3⅛	3½	9	2 5/16	2⅛	12.24
2¼	3½	3 15/16	9½	2½	2⅜	16.23
2½	3⅞	4⅜	10	2¾	2⅝	21.12
2¾	4¼	4 13/16	10½	2 15/16	2⅞	26.71
3	4⅝	5¼	11	3 3/16	3⅛	33.22
3¼	5	5⅝	11½	3⅜	3⅜	40.62
3½	5⅜	6	12	3⅝	3⅝	49.07
3¾	5¾	6⅜	12½	3 13/16	3⅞	58.57
4	6⅛	6⅞	13	4 1/16	4⅛	69.22
4¼	6½	7½	13½	4¾	4⅜	75.00
4½	6⅞	7 15/16	14	5	4¾	90.00
4¾	7¼	8⅜	14½	5¼	5	98.00
5	7⅝	8⅞	15	5½	5¼	110.0
5¼	8	9¼	15½	5¾	5½	122.0
5½	8⅜	9¾	16	6	5¾	142.0
5¾	8¾	10⅛	16½	6¼	6	157.0
6	9⅛	10⅝	17	6½	6¼	176.0

Strengths are greater than the corresponding connecting rod when same material is used.
Weights and dimensions are standard as furnished by Cleveland City Forge Co. Similar products of other manufacturers are essentially the same.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

DATE December 16, 1975

TO W. J. Hart
Bridge Engineer

FROM P. F. Burnett
Resident Engineer

SUBJECT Nelson Point Intchg. - Spout Cr.
Contract 8281
Shop Drawing

Enclosed for your review is a shop drawing, as submitted by the contractor for the above mentioned project.

Contrary to the special provisions, the contractor ordered the anchor rods, fabricated to an eight foot length. Very few, if any, of the eight foot anchor rods will fit the existing conditions. Therefore, he is asking for approval to use a galvanized coupling nut, to splice the anchor rods to the proper length.

These anchor rods were ordered and fabricated before any of the posts were set. We have since supplied the contractor with the appropriate lengths of anchor rods as per the special provisions.

Please review the above condition and return the shop drawing with your approval or comments.

Enclosure

cc: W. E. Schwartz, Region Engineer

REFERRED TO
Beard — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return — Discuss — Do — File Copy — Due
BY FINAL DESIGN ENGINEER

Versteeg
A. Olsen
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 19 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

RECEIVED
DEC 18 1975
BRIDGE SECTION

PORTLAND BOLT & MANUFACTURING CO

December 9, 1975

Mr. Frank Barnett
Resident Engineer
Oregon State Highway Dept
P.O. Box 821
Baker, Oregon

Re: Oregon State Highway Contract 8141

Sir:

Per telecon with Art Doris I am submitting a sample zinc plated coupling nut, the same as shown per the attached drawing. Prior to use we would hot dip galvanize and retap the coupling nuts. The coupling nuts will meet the specifications as prescribed by ASTM A-307.
If you have any questions please call.

Sincerely,

PORTLAND BOLT & MANUFACTURING

By: C.H. Llewellyn
Office Mgr.

Note: Nut being sent under separate cover.

NOTED
P. F. BURNETT

RECEIVED
DEC 12 1975
P. F. BURNETT
Resident Engineer

RECEIVED
DEC 18 1975
BRIDGE SECTION

1210 NW Johnson/Portland, Ore. 97209/227-5488

HOT DIP GALVANIZING • BOLTS • NUTS • RODS • THREADING

PORTLAND BOLT & MANUFACTURING ©

November 13, 1975

Mr. Frank Burnett
Resident Engineer
Oregon State Highway Dept.
P.O. Box 821
Baker, Oregon

Re: Oregon State Highway Contract 8141

Dear Sir,

Per telecon with Art Doris, Apex Fence Co., Eugene, Oregon, we are submitting a proposal for extension of the 3/4" x 8' Bent Eye Bolts required on Contract 8141.

Please call if we may supply further information.

Sincerely,

PORTLAND BOLT & MANUFACTURING

By: C.H. Llewellyn
Office Mgr.

CHL:rm

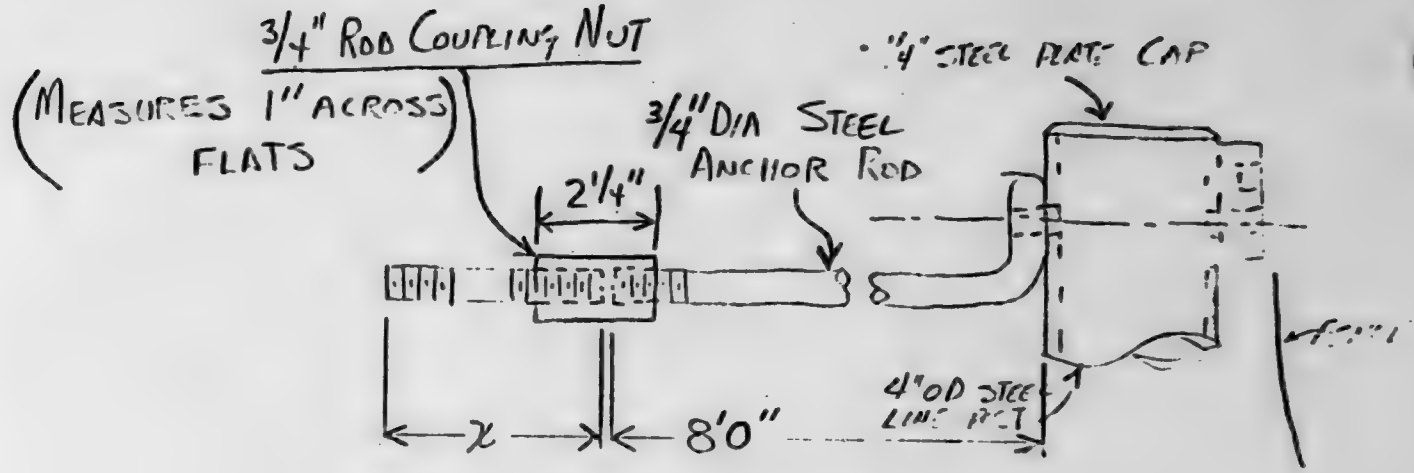
cc: Art Doris

RECEIVED
DEC 12 1975
P. F. BURNETT
Resident Engineer

RECEIVED
DEC 18 1975
BRIDGE SECTION

1210 NW Johnson/Portland, Ore. 97209/221-5488

HOT DIP GALVANIZING • BOLTS • NUTS • RODS • THREADING



x = various lengths as required

RECEIVED
DEC 18 1975
BRIDGE SECTION

P. QUINNETT
Resident Engineer

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 7-28-75

BY (Signature): L. W. Rulien's July 22, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

ITEM NOS. 835 THRU _____

ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
835	I-80N-7(49)330	0.0	200,000	184,500	Nelson Point Interchange Spout Creek Section. Baker County - State of Oregon	Rock Fallout Protection Fence.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 29 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ret

REMARKS (Division)

I concur that this project is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

7-29-75
ORIGINAL TO
L. W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 7-28-75	SIGNATURE AND TITLE for G. L. Green, Division Engineer

** Program approval [illegible] shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-45 (Rev. 6-71)

GPO 915-690

8281

~~PRO-6-E~~

July 22, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Sumbission
Project No. I-80N-7(49)330

We are submitting program data for one project, Item No. 835, Project No. I-80N-7(49)330, "Nelson Point Interchange-Spout Creek Section", which we desire to have included in the Federal Aid Interstate Highway Program.

It is our present intention to receive bids for this project on August 28, 1975.

We request the following:

(1) Waiver of District 13 Clearinghouse A-95 review based on the fact that the work involved is such that it will not affect decisions and other public works activities of concern to clearinghouse agencies, or result in significant alteration of land-use or traffic-flow patterns which would require changes in planning completed or underway.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division office on February 25, 1975.

JG:bz
Enclosures

Budget Bureau No. 41-R2067; Approval

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 22, 1975

CARD 2 — REPORT NUMBER: 1 (18) (20) | PROJECT LOCATION (45 typewriter spaces): I-80N, 4.1 mi. S.E. of Durkee, S.E. 2.26 mi. 21 60 | ADT | PRESENT: 3,500 | FUTURE: 5,600 (66) | YEAR: 95 (70) (71) (72) | REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 (2)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Rock Fallout Protection Fence 28 42 | NATL. FOREST (63) (68) | FH ROUTE NO. (66) (69) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER — PREFIX LETTER(S): I- (14) (28) | NUMBER: 80-7 (7) | SEQ. NO.: (49)

CARD — CLASS OF FEDERAL FUNDS: Interstate | COUNTY NAME: Baker | CODE: 001 (14) (16)

NAME OF URBAN AREA: - - - (17-27) | ROUTE NO. I | FEDERAL-AID: I-80N (32) | STATE: 6 (36) (37) | U.S.: I-80N (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
1	(1-4 & 8)	(10)	41	42								
5					PE		I-80N, 4.1 mi. S.E. of Durkee, S.E. 2.26 mi.					
5					ROW							
5					CONST (CODE) (Safety) Y007		"Nelson Point Intchge.-Spout Cr. Section"	0.0	200,000	184,500	15,500	
							PROJECT TOTALS	0.0	200,000	184,500	15,500	

(110) (23) (24) (33)

CARD 1 | CODE 1 — PREPARED BY

CARD 1 | CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item No. 59
I-80N-7(29).

Cons
prot
wher
inci
mon
proj

ROW-
Acce
Park
co

-OV

USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NO.

FORM FR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 22, 1975

PROJECT LOCATION (45 typewriter spaces)

I-80N, 4.1 mi. S.E. of Durkee, S.E. 2.26 mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	3,500	5,600	95	10	Oregon	41	042	835

PROPOSED WORK (35 typewriter spaces)

Protection Fence

NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
I-	80-7	(49)	330	N

T. Projects Only

AL FUNDS

Interstate

AREA

COUNTY NAME: Baker — CODE: 001

ROUTE NO. I | FEDERAL-AID: I-80N | STATE: 6 | U.S.: I-80N

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		I-80N, 4.1 mi. S.E. of Durkee, S.E. 2.26 mi.						Const. rock fallout protection fence where required and incidental work common to this type of project.
	ROW								
	CONST (CODE) (Safety) Y007		"Nelson Point Intchge.-Spout Cr. Section"	0.0	200,000	184,500	15,500		ROW-240 min.; Access Control-full; Parking restrictions-complete.
			PROJECT TOTALS	0.0	200,000	184,500	15,500		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item No. 596; Project No. I-80N-7(29).

-OVER-

USCOMM DUSCOMM-DC 48908-P61

NELSON POINT INTCHGE.-SPOUT CR. SECTION

PROJECT NO. I-80N-7(49)330

REMARKS-continued.

Project Data: The work consists of construction of rock fallout protection fence where required and incidental work common to this type of project.

Right-of-Way: No additional required.

Im 50-1-70 Requirements:

(a) State Clearinghouse - - - Exempt from A-95 review under working agreement.
(b) Dist. 13 Clearinghouse- - Waiver of A-95 review being requested under program submittal letter.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - None required under Oregon Action Plan (Category 3 project).
(b) Location/Design - - - Not a factor in the development of this project.

NOTE:

(1) This project is in Congressional District No. 2.
(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 for numerous rocks, the majority of which range in size between 4 and 12 inches, dislodge and tumble down the slopes and come to rest on the highway creating a potential accident hazard greater than average for this type of facility.

.8282 Bluff Rd.-Teneyck Rd.(Sandy)1975
. Sec. Mt. Hood Hwy.
. (Grading, paving & signals)

CIA 5438 9-2-75

8282

B

July 9, 1976

Seaboard Surety Company
90 William St.
New York, NY 10038

Gentlemen:

On July 1, 1976, we wrote to you concerning release of final payment on Contract No. 8282 awarded to L. K. Comstock & Co., Inc., for work on Bluff Road-Teneyck Road in Sandy on the Mt. Hood Highway in Clackamas County.

Final payment on this contract is $500 and the total contract amount is $102,090. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc L. K. Comstock & Co., Inc.
136 West 9th Ave.
Albany, OR 97321

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8282

FORM E 1 REV 12-66

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Bluff Rd.- Teneyck Rd. (Sandy)	WEEK ENDING: April 3, 1976
		SECTION PREFIX: 3-0501
	HIGHWAY: Mt Hood	COUNTY: Clackamas
NAME OF JOB: Bluff Rd.- Teneyck Rd. (Sandy)	KIND OF WORK: Grading, Paving and Signals	
CONTRACTOR: L.K. Comstock and Co., Inc.	CONTRACT NUMBER: 8282	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 4, 1975	DATE WORK STARTED: January 14, 1976	ESTIMATED COMPLETION DATE: April 9, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 200	WORK DAYS USED / CALENDAR DAYS USED: 194
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 97.0
PROJECT AUTHORIZATION: $123,894.33		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0
EXCLUSIVE OF ENGINEERING: $114,070.11	ENGINEERING AUTHORIZATION: $9,824.22	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $106,441.50	ENGINEERING COST TO DATE: $9,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85.5
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 6.7 %	PERCENT OF AUTHORIZATION: 95.7%	DATE PROJECT WAS COMPLETED: Apr. 1, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

2 pickup trks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.						
PERCENT						

	WEATHER	~~WORK~~ CALENDAR DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	1		
MONDAY	Partly Cldy	1		
TUESDAY	" "	1		
WEDNESDAY	Showers	1		
THURSDAY	Partly Cldy	1		
FRIDAY	Clear	1		
SATURDAY	Fair	1		

Routing

Keasey — Richards
Bond — Glenn
~~Jackmond~~ — Berg
Harwood
~~Johnson~~
Walker

RECEIVED
APR 5 1976
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity
MONDAY	Completed loop detector installation
TUESDAY	State striping crew completed their work on job. Turned on all signals. Misc. cleanup performed.
WEDNESDAY	No activity.
THURSDAY	Minor repair to signals.
FRIDAY	Minor repair to signals.
SATURDAY	No activity.

REMARKS

SUMMARY: State striping crew completed their work on job.
Completed loop detector installation.
Activated traffic signals.
[redacted]: Project complete.

SIGNED C. L. Kuiper LOCATION Oregon City

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

6282

5J

8/21/75

September 2, 1975

City of Sandy
City Hall
Sandy, OR 97055

Attention: Carl Hatfield, Jr.
City Administrator

MISC. CONTRACTS and AGREEMENTS No. 5238

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering traffic signal installations at the following intersections:

Mt. Hood Highway at Bluff Road
Mt. Hood Highway (Main Street) at First Street
Mt. Hood Highway at Teneyck Street
Mt. Hood Highway (Proctor Street) at First Street

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc L. E. George (agree. att.)

8282

45

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
August 14 and 28 Bid Lettings

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366. Bids were opened August 14 on the following:

1. **Barnett Road Undercrossing Section**
   Pacific Highway, Jackson County

   Grade, Pave and Structure

   Five- to eight-foot sidewalks will be provided.

2. **Modoc Point (Units C and D) Section**
   The Dalles-California Highway, Klamath County

   Grade, Pave and Rock Fallout Protection

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

   Four-foot shoulders will be provided.

3. **Malheur River Bridge Section**
   Olds Ferry-Ontario Highway, Malheur County

   Grade, Pave and Structure

   Same as No. 2. Eight-foot shoulders will be provided.

Bids will be opened August 28 on the following projects:

1. Nelson Point Interchange-Spout Creek Section
Old Oregon Trail Highway, (I-80N), Baker County

Rock Protection Fence Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Ten-foot shoulders exist on I-80N.

2. Bluff Road-Tenevck Road (Sandy) Section
Mt. Hood Highway, Clackamas County

Grading, Paving and Signals Project

Grading and paving incidental to signalization. Sidewalks exist. Curb ramps are being provided.

3. "A" Avenue at 8th Street (Lake Oswego) Section
FAS 680 (City Street), Clackamas County

Signal Modification Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Oswego Creek Bridge Section
FAUS Route 0205, Clackamas County

Grading, Paving and Structure Project

Grading and paving incidental to bridge construction. Six-foot sidewalks will be provided.

5. Hubbard Interchange (Southbound O'Xing Structure)
Pacific Highway (I-5), Clackamas County

Paving Project (replacement of bridge deck surface)

Ten-foot shoulders are provided on the structure.

6. Oregon Coast Highway at "U" Street
Seaside, Clatsop County

Traffic Signal Project

No highway work. Class III bike lane exists on US101 in this area.

7. Scappoose (S.E. Second Street) Section
Columbia County

Grading and Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

8. Green Springs Highway Junction-
Walker Avenue (Ashland) Section
Rogue Valley Highway, Jackson County

Illumination Project

Same as No. 3.

9. Front Street-Mill Street (Creswell) Section
Goshen-Divide and Springfield-Creswell Highways
Lane County

Grade, Pave and Signals Project

Asphaltic concrete sidewalk exists. Four-foot shoulders provided.

10. Miller Road-Stemple Creek Section
Siletz Highway, Lincoln County

Grading and Placing Aggregate Project

No surfacing being placed under this contract.

11. 13th Street S.E. at Hines Street S.E. (Salem) Section
FAUS 5051, Marion County

Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Sidewalks exist.

12. Rural Avenue-Vista Avenue (Salem) Section
Pacific Highway East, Marion County

Signals Project

Same as No. 11.

13. Memaloose Safety Rest Area-Idaho State Line Section
Columbia River and Old Oregon Trail Highways between
M.P. 73 and M.P. 378 (I-80N), Five Counties

Sign Shelters Project

Same as No. 3.

14. Tualatin Valley Highway at S.W. 198th Avenue Section
Tualatin Valley Highway, Washington County

Grading, Paving and Signals Project

Grading and paving incidental to signalization project. Six-foot sidewalks provided.

15. Park Street (Burns) Section
City Street, Malheur County

Grading and Paving Project

Same as No. 7.

16. Saginaw Avenue North (Hines) Section
City Street, Harney County

Grading and Paving Project

Same as No. 7.

17. Siletz River Bridges, Lincoln County

Maintenance Painting

Same as No. 3.

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

RS:mc/DES:jp ja

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 5, 1975

TO Oregon ~~Highway~~ Transportation Commission

ORIGINAL SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
AUG 27 1975
5 J

SUBJECT **Traffic Signal Installations**
Bluff Road-Teneyck Street (Sandy) Section
Mt. Hood Highway

We have an agreement which has been executed by the City of Sandy covering traffic signal installations at the following intersections:

(1) Mt. Hood Highway at Bluff Road

(2) Mt. Hood Highway (Main Street) at First Street

(3) Mt. Hood Highway at Teneyck Street

(4) Mt. Hood Highway (Proctor Street) at First Street

The agreement provides that the State will do all the work and pay all costs of the project. The estimated cost, $160,000, will be funded with State Bond money. The State will maintain the traffic signals after installation and the City will pay all power costs.

This will be on the agenda for your consideration at the August 27 meeting and your approval of the agreement is recommended.

bc: C. W. Head
E. S. Hunter
L. W. Rulien
E. L. Hardt
Gary Sund
George M. Baldwin
R. L. Schroeder
L. E. George
Jack Graham

VLT:pb srb

•8283 "A" Ave. at 8th St. (Lake Oswego) Sec. City Street (Traffic signal revision)	1975	

CIA 5421 8-4-75

8283

15

June 23, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8283 awarded to Hansen Electric Co. for traffic signal revision on "A" Avenue at 8th Street in Lake Oswego in Clackamas County was completed on February 10, 1976, and accepted by the State Highway Engineer on June 21, 1976.

Final payment in the amount of $274.50 will be released to the contractor after June 30, 1976. The total contract amount is $5,490 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hansen Electric Co.
1127 South Broadway
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

6283

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: "A" AVE. AT 8TH. STREET (LAKE OSWEGO)	WEEK ENDING: MARCH 6, 1976	
	SECTION PREFIX: 7839	
HIGHWAY: CITY STREET	COUNTY: CLACKAMAS	
NAME OF JOB: "A" AVE. AT 8TH. STREET	KIND OF WORK: TRAFFIC SIGNALS	
CONTRACTOR: HANSEN ELECTRIC CO.	CONTRACT NUMBER: 8283	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: SEPTEMBER 9, 1975	DATE WORK STARTED: DECEMBER 16, 1975	ESTIMATED COMPLETION DATE: MARCH 19, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 100	CALENDAR DAYS USED 141
PROJECT AUTHORIZATION: $ 9,430.22	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 141
EXCLUSIVE OF ENGINEERING: $ 8,606.62	ENGINEERING AUTHORIZATION $ 823.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99 +
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 8,606.62	ENGINEERING COST TO DATE $ 250.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99 +
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 30 %	DATE PROJECT WAS COMPLETED: 2/10/76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

TRAFFIC SIGNALS

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	99							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
2/29/76 SUNDAY	SHOWERS/COOL			
3/1/76 MONDAY	CLOUDY/COOL			
TUESDAY 2	FAIR			
WEDNESDAY 3	FAIR A.M./CLOUDY	P.M.		
THURSDAY 4	PARTLY CLOUDY/COOL			
FRIDAY 5	FAIR			
SATURDAY 6				

Routing

Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
MAR 8 1976
CONSTRUCTION SECTION

Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
2/29/76 SUNDAY	NO ACTIVITY.
3/1/76 MONDAY	NO ACTIVITY ALL WEEK.
3/2/76 TUESDAY	
3/3/76 WEDNESDAY	
3/4/76 THURSDAY	
3/5/76 FRIDAY	
3/6/76 SATURDAY	

REMARKS

STATUS TO DATE: WORK COMPLETE EXCEPT FOR MINOR CORRECTIVE WORK.

NEXT WEEK: MINOR CORRECTIVE WORK ON CONTROLLER.

SIGNED E. Rodriguez LOCATION ALOHA

E. RODRIGUEZ, RES. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8283

43

August 4, 1975

City of Lake Oswego
City Hall
Lake Oswego, Oregon 97034

Attention: Helen Bush
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5421

5f
7/30/75

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the revision of a traffic signal installation at A Avenue and Eighth Street in the City of Lake Oswego.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

FN:dp

bc: L. E. George

(Conformed Agreement Attached)

8283

45

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 21, 1975

TO Oregon ~~HIGHWAY~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Revision**
Eighth Street at A Avenue
Lake Oswego

An agreement has been executed by the City of Lake Oswego covering the revision of a traffic signal installation at A Avenue and Eighth Street in the city of Lake Oswego.

The agreement provides that the State shall prepare all plans, award the contract and supervise the work of the project. The estimated cost of the revision of traffic signals is $11,800, of which the City shall pay the total cost. The City will continue to maintain the traffic signals and pay for all power consumption costs.

This will be on the agenda for your consideration at the July 30 meeting.

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
Don Harwell
E. L. Hardt
Jack Graham
Gary Sund

VLT:pb jwa

8284 Oswego Cr. (Lake Oswego) 1975
Br. Sec. of FAUS Rt. 0205
(Grading, paving & structure)

C/A 5401 7-29-75

8284

July 28, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On July 20, 1976, we wrote to you concerning release of final payment on Contract No. 8284 awarded to Gibbons and Reed Company for work on the Oswego Creek (Lake Oswego) Bridge Section of FAUS 0205 in Clackamas County.

Final payment on this contract is $1,000 and the total contract amount is $277,013.76. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Gibbons and Reed Company
P. O. Box 13388
Portland, OR 97213

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8284

43

July 2, 1976

Gibbons and Reed Company
P. O. Box 13388
Portland, OR 97213

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8284 for work on the Oswego Creek (Lake Oswego) Bridge in Clackamas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 29 days is granted. This is because of additional temporary signing, city waterline relocation, additional curb and sidewalk quantities, and gas line relocation.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey (enc.)
Robert Church "
Richard Hacek "
Ed Hardt "

JAB:fr ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

DATE: June 28, 1976

In reply refer to: 1041A.1

SUBJECT: Oregon Project BRM 0205(1)
Oswego Creek (Lake Oswego) Bridge
Project Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter
State Highway Engineer

For the reasons outlined in Mr. Hunter's June 25, 1976 letter, I concur in the 29-day extension of contract time on the subject project.

for G. L. Green Valach

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 29 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc Kearny
Hardt
Church
Hacala

8284

June 25, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Request for Time Extension
Oswego Creek (Lake Oswego) Bridge
Contract No. 8284
FAP No. BRM 0205(1)

The contractor has requested an extension of this contract time which would delete all liquidated damages. The project was completed April 21 with 29 days' liquidated damages accrued at $100 per day.

The contractor requests 42 specific days on four reasons related to additional temporary signing, city waterline relocation, additional curb and sidewalk quantities and gas line relocation. In addition, they seek extension for the last eight days charged when the bridge was under two-way traffic but they were completing cleanup, parapet finish, removal of old bridge columns, and final concrete finish.

The Resident Engineer has made the attached comprehensive analysis of this request, justifying 22 specific days on the first four reasons and some added comments favoring a complete extension, as does the Region.

After reviewing the project files, we note that the contractor started work promptly on October 6 after the day count started September 26, 1975 and worked steadily to completion. This project is very clean as far as change orders. There is

only one price agreement for a different type parapet railing. Several bid items underran, but there are significant percentage overruns (although the quantities are comparatively small) on temporary signing, Class "C" A.C., concrete walks and structural excavation.

We ask your concurrence in a 29-day extension.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

bc H. S. Coulter
C. T. Keasey
E. L. Hardt
Robert Church
Richard Hacek

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 23, 1976

FILE: CON 5 #8284

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Oswego Creek (Lake Oswego) Bridge
Contract No. 8284
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith request from Gibbons & Reed Company for a 30-day extension of this contract time. The project was completed April 21 with 29 days liquidated damages accrued at $100 per day.

The contractor requests 42 specific days on four reasons related to additional temporary signing, city water line relocation, additional curb and sidewalk quantities and gas line relocation. In addition, they seek extension for the last 8 days charged when the new bridge was under two-way traffic, but they were completing cleanup, parapet finish, removal of old bridge columns, and final concrete finish.

This project is very clean as far as change orders, or quantity changes. There is only one price agreement for a different type parapet railing. Several bid items underran, but there are significant percentage overruns (although the quantities are comparatively small) on temporary signing, Class "C" A.C., concrete walks and structural excavation.

The Resident Engineer has made a very straightforward analysis of this request and comes up with 22 specific days and some added comments favoring a complete extension, as does the Region. After reviewing the project files, I note that the contractor started work promptly on October 6 after the day count started September 26, 1975 and worked steadily to completion. I concur in a complete 29-day extension.

The project is financed with federal bridge replacement funds and rough draft letters to FHWA and to the contractor are attached.

RECEIVED
STATE HWY ENGR
JUN 24 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JAB:fr

Att.

cc: Robert Church

OK
EJH

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 9, 1976

FILE: CON 5

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: OSWEGO CREEK (LAKE OSWEGO) BRIDGE
Time Extension Request
Contract No. 8284

TO: C. T. KEASEY
Construction Engineer

Attention: John Bond

Attached are 5 copies of the contractors time extension request, a letter from the contractor explaining the reasons for the various amounts of time requested, an analysis and recommendation by the Resident Engineer, and a letter from the Lake Oswego Director of Public Works.

The contractor has asked for a 30 day extension and in his letter, according to his analysis, he could have justified asking for 50 days. Rodriguez has recommended 22 days plus any consideration we might give to the fact that the project was charged 8 days from April 13 until April 21, when the project was complete except for minor finishing work, and the bridge was open to two-way traffic, including the two sidewalks.

The City is very happy with the job and recognize that there were several utility adjustments, sign changes, etc. that reduced the efficiency of the contract work.

I can't disagree with Rodriguez's analysis, and recommend the 22 days he has justified, plus any consideration we could give to the 8 days between April 13 and April 21. Our recommendation from the Region would be to release to the contractor all liquidated damages.

Please note in the last paragraph of Rodriguez's letter his statements about the efficient and professional type of work, no request for extra payments and the close cooperation between the contractor, the State and the City. These aren't reasons in themselves for granting any particular amount of time, but they do cause one to be sympathetic with the contractors request.

$100 Maj.

MC/lms
Attachment
cc: E. Rodriguez

Routing
Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
JUN 10 1976
CONSTRUCTION SECTION

Only 1 order. RA-1 for $700+ for revised project limits.

CITY OF LAKE OSWEGO

May 28, 1976

~~OE~~	RE	RME	RCE	FAE
TE	RECEIVED			RSM
UE	JUN 2 1976			RSC
SO	REGION 1			RBI
ENV				LOC

Mr. Marion Craft
Region Construction Engineer
Region 1
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Craft:

Re: Oswego Creek (Lake Oswego) Bridge Contract No. 8284

I have reviewed your letter of May 20, 1976, along with the attached documentation from the Resident Engineer, Mr. Rodrigquez, and from Mr. Kjelmyr of Gibbons and Reed Company, the Contractor.

Initially, we would wish to state that the City of Lake Oswego has been extremely pleased with the State's effort from inception of this project and have been highly appreciative of the cooperation of the State and the Contractor in pursuing this difficult construction.

The City of Lake Oswego was involved with extensive utility relocations, which involved utmost cooperation of the State and the Contractor. We believe Mr. Rodriquez has documented very clearly the type of cooperation provided by Gibbons and Reed.

In addition to the unusual utility relocation problems and requirements, the City negotiated with Gibbons and Reed to install an additional 12-inch waterline for future capacity. They were extremely fair in those negotiations and conducted the work at a reasonable price.

We recognized from the onset that proper handling of traffic would be crucial to the succes of this project. At no time were delays excessive or the public unreasonably inconvenienced. We feel that this has been the product of excellent planning by both the State and the contractor.

In summary, we have been extremely pleased with all aspects of the project and recognize that a certain portion of the delays were caused by unforeseen factors related to problems with utilities and efforts made to cooperate with the City in proper placement of these utilities.

348 NORTH STATE STREET / POST OFFICE BOX 369 / LAKE OSWEGO, OREGON 97034 / (503) 636-3601

We trust these comments will be useful in determining the proper amount of liquidated damages, if any.

Very truly yours,

MARLIN J. DE HAAS, P.E.
Director of Public Works

vs
cc: WO 4426

FORM S-00 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

ALOHA, OREGON 97005
MAY 14, 1976

SUBJECT: OSWEGO CREEK (LAKE OSWEGO) BRIDGE
CONTRACT NO. 8284

TO: MR. EDWARD L. HARDT
REGIONAL ENGINEER

ATTN: MR. MARION CRAFT
REGIONAL CONSTRUCTION ENGINEER

ENCLOSED PLEASE FIND FIVE (5) COMPLETED FORMS OF CONTRACTORS REQUEST FOR INCREASE IN NUMBER OF WORKDAYS TO COMPLETE CONSTRUCTION CONTRACT FOR SUBJECT PROJECT.

THE FOLLOWING ARE A FEW DATES AND FACTS PERTAINING TO THIS REQUEST:

DATE BIDS WERE RECEIVED	AUGUST 28, 1975
DATE OF AWARD AND NOTICE TO CONTRACTOR	SEPTEMBER 15, 1975
DATE OF BEGINNING CALENDAR DAY COUNT	SEPTEMBER 26, 1975
DATE WORK STARTED	OCTOBER 6. 1975
DATE ONE-WAY TRAFFIC STARTED	NOVEMBER 5, 1975
DATE TWO-WAY TRAFFIC RESUMED	APRIL 13, 1976
DATE OF SECOND NOTIFICATION	APRIL 21, 1976

CALENDAR DAYS ALLOWED: 180; USED: 209; EXCESS: 29
PENALTY: $100.00/CAL. DAY = $2900.00 TOTAL.

THE CONTRACTOR IS REQUESTING AN EXTENSION OF 30 DAYS WITHOUT ASSESSMENT OF LIQUIDATED DAMAGES DUE TO VARIOUS REASONS WHICH ARE LISTED AND ANSWERED AS FOLLOWS:

1. 12 DAYS REQUESTED DUE TO INCREASE IN TEMPORARY SIGNING FROM 105 TO 305 SQ. FT.
   AT THE PRE-CONSTRUCTION CONFERENCE HELD ON OCTOBER 7, THE CITY OF LAKE OSWEGO PRESENTED A REQUEST FOR ADDITIONAL SIGNS, MANY OF WHICH HAD TO BE MADE ESPECIALLY FOR THIS PROJECT. SINCE WORK AND TEMPORARY SIGNING AS PER PLANS HAD ALREADY STARTED THE DAY BEFORE, THE CONTRACTOR FOUND IT NECESSARY TO REVISE HIS WORKING SCHEDULE AND PLANS UNTIL THE ADDITIONAL SIGNS COULD BE ORDERED AND INSTALLED.

OE RE ME CE ME
TE RECEIVED RSM
UE MAY 19 1976 RSC
SO REGION 1 RBI
ENV UCC

NO ACTUAL TIME WAS LOST AS THE CONTRACTOR KEPT ON WORKING ON THE CLEARING END EXCAVATION, WHILE STILL MAINTAINING TWO-WAY TRAFFIC THROUGH THE STRUCTURE, BUT OBVIOUSLY IT WAS AT A GREATLY REDUCED EFFICIENCY. THE CONTRACTOR COOPERATED IN EVERY RESPECT AND AGREED TO ALL OF THE CITY'S DEMANDS. ALTHOUGH THE BID PRICE OF $2.00/SQ FT. WAS NOT ENOUGH TO COVER THE COST OF THE ADDITIONAL SIGNS, THE CONTRACTOR NEVER REQUESTED A PRICE ADJUSTMENT FOR THE OVERRUN. IT IS WITH THIS IN MIND THAT I RECOMMEND, NOT THE 12 DAYS REQUESTED BY THE CONTRACTOR, BUT THAT 6 DAYS BE ALLOWED AS WORK WAS NEVER SUSPENDED.

2. 20 DAYS REQUESTED DUE TO CITY'S DELAY IN INSTALLING NEW WATER LINES AND THRUST BLOCKS.
HERE AGAIN, THE CONTRACTOR KEPT ON WORKING WHILE THE CITY WAS REMOVING AND REINSTALLING THE WATER LINES AND CONSTRUCTING THE THRUST BLOCKS. THE WATER LINE WORK AND POSSIBLE DELAYS DUE TO THIS WERE ANTICIPATED AND POINTED OUT IN THE SPECIAL PROVISIONS, BUT THE THRUST BLOCKS WERE REQUIRED BECAUSE THE ALIGNMENT OF THE NEW PRECAST BEAMS AND THE EXISTING WATER LINE DID NOT MATCH UP. WORK ON THE BLOCKS DELAYED THE POURING OF THE IMPACT PANELS BY 3 DAYS, AT EACH APPROACH, AND MY RECOMMENDATION IS THAT A TOTAL OF 6 DAYS BE ALLOWED DUE TO THE EXTRA WORK THAT HAD TO BE PERFORMED BY THE CITY FORCES.

3. 3 DAYS REQUESTED DUE TO EXTENSION OF SIDEWALK AND CURB QUANTITIES.
AFTER THE WEST APPROACH FOR THE IMPACT PANEL WAS CLEARED AND GRADED, IT BECAME APPARENT THAT A REVISION WAS NEEDED IN ORDER TO PROVIDE THE PEDESTRIANS WITH A SAFE AND CLEAN ACCESS TO THE BRIDGE. THE CONTRACTOR AGREED TO DELAY HIS WORK ON THE IMPACT PANEL AND TO CONCENTRATE ON CONSTRUCTING THE EXTRA CURB, GUTTER AND SIDEWALK . I RECOMMEND THAT 3 DAYS AS REQUESTED BE ALLOWED FOR PERFORMING THIS EXTRA WORK.

4. 7 DAYS REQUESTED DUE TO DELAYS BY GAS COMPANY.
THE GAS COMPANY WAS LATE IN STARTING THE REQUIRED CHANGES AND AFTER THE WORK BEGAN, THEY HAD MORE TROUBLE THAN ANTICIPATED IN EXPOSING AND REROUTING THE LINES. ALTHOUGH THE CONTRACTOR KEPT ON WORKING, THE PLACEMENT OF THE PRECAST BEAMS HAD TO BE DELAYED FOR ONE WEEK UNTIL THE GAS COMPANY WAS COMPLETELY OUT OF THE WAY. I RECOMMEND THAT THE 7 DAYS BE ALLOWED.

5. 8 DAYS REQUESTED FROM OPENING OF STRUCTURE TO TWO-WAY TRAFFIC ON APRIL 13 TO APRIL 21, DATE OF SECOND NOTIFICATION AND FINAL CALENDAR DAY CHARGE.

I DO NOT KNOW IF ANY PRECEDENTS HAVE BEEN ESTABLISHED FOR SIMILAR CIRCUMSTANCES, BUT I HAD NO CHOICE OTHER THAN TO CONTINUE CHARGING WORK DAYS UNTIL ALL WORK ON CONTRACT ITEMS SUCH AS INSTALLING HANDRAIL AND PIPE SUPPORTS, FINISHING CONCRETE ETC. HAD BEEN COMPLETED. NO CHARGES WERE MADE FOR THE TWO WEEKS SPENT ON SHAPING THE SLOPES AND CLEANING THE SITE. I AGREE WITH THE CONTRACTOR THAT ALL WORK WAS CARRIED OUT DILIGENTLY AND PROMPTLY TO COMPLETION AS WORK WAS NEVER SUSPENDED DUE TO INCLEMENT WEATHER, HEAVY TRAFFIC, NOR DURING CONFLICTS WITH UTILITY CREWS.

THERE ARE OTHER FACTORS THAT SHOULD BE TAKEN IN CONSIDERATION BEFORE DECIDING ON THIS REQUEST. ENGINEERING CHARGES ARE GOING TO OVERRUN ABOUT 30% ON THIS PROJECT AND A SMALL PERCENTAGE IS CERTAINLY DUE TO THE EXTRA TIME REQUIRED TO COMPLETE THE JOB. THE MAJOR PART OF THE ENGINEERING OVERRUN IS DUE TO THE FACT THAT THE CONTRACTORS BID OF $277,832.00 WAS CONSIDERABLY LESS THAN THE ENGINEERS ESTIMATE OF $365,530.00. I POINT THIS OUT BECAUSE I AM CONVINCED THAT THE CONTRACTOR LOST MONEY ON THIS PROJECT AND HE SHOULD NOT BE PENALIZED FOR THE FULL OVERRUN OF CALENDAR DAYS.
ANOTHER FACTOR IS THAT THERE IS NO STATE MONEY INVOLVED, AS THE CITY OF LAKE OSWEGO IS PAYING 25% AND THE FEDS. THE REMAINING 75%. IT SEEMS TO ME THAT BOTH AGENCIES SHOULD BE CONTACTED BEFORE A FINAL DECISION IS REACHED.

ONE FACTOR THAT GREATLY INFLUENCES ME ON BEHALF OF THE CONTRACTOR IS THAT ALL INSTRUCTIONS AND REQUESTS WERE CARRIED OUT IN A VERY EFFICIENT AND PROFESSIONAL MANNER WITHOUT ANY REQUESTS FOR EXTRA PAYMENTS. AS AN EXAMPLE, I REQUESTED REMOVAL OF ADDITIONAL PAVEMENT FROM THE APPROACHES IN ORDER TO OBTAIN A BETTER RIDING SURFACE AND THE CONTRACTOR WENT ALONG WITH THIS REQUEST, EVEN THOUGH THE EXTRA EXCAVATION WAS NOT A PAY ITEM. ALSO, THE PROJECT AUTHORIZATION INCLUDED $200.00 TO REPAIR THE TOP OF THE OLD PIERS AS AN EXTRA WORK ORDER, BUT THE CONTRACTOR DID SUCH A GOOD JOB OF CLEANING THE SITE THAT THIS ORDER WAS NEVER NEEDED. EVEN AFTER TIME RAN OUT, THE HIGH QUALITY OF THE WORK CONTINUED, AND THIS MORE THAN ANYTHING ELSE PERSUADES ME TO RECOMMEND THAT THE CONTRACTOR BE GRANTED ADDITIONAL DAYS.

E. Rodriguez

E. RODRIGUEZ, RES. ENGR.

ENCLS. 5

GIBBONS & REED COMPANY
General Office — Salt Lake City, Utah

CONTRACTORS

REPLY TO:
POST OFFICE BOX 13388
PORTLAND, OREGON 97213
TELEPHONE (503) 255-6101

May 4, 1976

Oregon State Highway Division
19000 S. W. Shaw
Aloha, Oregon 97005

Attention: Enrique Rodriguez
Re: Oswego Creek Bridge
Contract No. 8284

Gentlemen:

The items listed below are those we feel caused us a significant loss of time and prevented completion of the project in the allowed 180 days.

1. Extensive additions to the temporary traffic signing were required prior to starting work. The sign quantity went from 105 SF as bid to 300 SF. We were not able to secure and install the last of the temporary signs until October 7, 1975. We feel we lost 12 days between September 25, 1975 and October 7, 1975.

2. The special provisions gave us the option of removing the 12" water line on the bridge during the 1st stage of construction. We elected to do this, thinking that the same pipe would be replaced. Steel pipe was removed. The City of Lake Oswego furnished new cast iron pipe to replace the removed steel pipe.

   The alignment of the new precast beams would have precluded keeping the 12" line in service as the beam location and pipe location conflicted. This made it necessary for the City of Lake Oswego to extend the new 12" water line beyond the bridge on both ends and construct elbows and thrust blocks to connect the pipe on the bridge alignment with the existing 12" line in the street. This work delayed pouring of the impact slabs and paving at bridge ends and thereby delayed opening of the 1st stage to traffic. The water line work was started on January 16, 1976 and was not completed until February 9, 1976. We feel the 24 days expended on this work was at least 20 days in excess of what we could have expected to require to replace 3 - 40' lengths of steel pipe which would have been all that would have been required had the pipe fit the new beam locations as shown on the plans.

3. In addition to this item we were asked to install approximately 50 additional lineal feet of curb and sidewalk at the west end of the structure. We were told to do this on the 5th of February and actually did the work on the 10th, 11th and 12th of February. The approaches were paved on the 13th and the 1st stage opened to traffic on Monday, February 16, 1976. An additional 3 days were lost here because this extra work couldn't be done until the water line was completed and backfilled.

4. While partially concurrent with the water line work, the 6" gas line caused us additional delay. As you will recall the 6" gas line was supposed to have been removed completely from the bridge prior to construction and run in an on-grade detour. In the pre-job conference the gas company said they intended to leave it on the bridge and place it in the 1st stage work instead of the 2nd stage as shown on the plans. At the time it seemed like a reasonable approach, however the gas company line had to go through the approaches along with the water line and in addition it had to cross through the traffic approach lanes to the existing structure and be connected to the existing line before we could complete demolition of the existing bridge. The gas company started installing the 6" line on January 14, 1976 and didn't complete it until February 23, 1976. Although we were able to do part of the demolition work we were prevented from completing it until the old 6" gas line was deactivated. This especially slowed the work on the east abutment. We feel we lost an additional week (7 days) due to the gas line over and above the delay caused by the water line.

There were other additions made in the job which included curbing at the east approach and an extra 12" cast iron water line across the bridge for future use by the City of Lake Oswego. The delay due to these changes is hard to define, but it is there in that only so big a crew can be accommodated on a restricted site.

In addition to the above items the structure was opened to two-way traffic on the 13th of April and our counting days continued until the 21st of April when we were substantially complete. Since the traveling public, whether by foot or by car, had full use of the structure after April 13th, we do not feel that liquidated damages should be assessed for that period of 8 days.

Because of the delays and conditions explained above we feel that liquidated damages should not be assessed on this project. We believe that the work was diligently performed, at times under conditions not conducive to efficient work. We will appreciate your review and consideration of our request for an extension of contract time.

GIBBONS AND REED COMPANY

R H Kjelmyr
R. H. Kjelmyr
Project Administrator

RHK/jm

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 28, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 210 days, within which to complete our Contract No. 8284, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

GIBBONS AND REED COMPANY
Contractor

By R H Gibbons

CONSENT OF SURETY

Date April 28, 19 76

We, THE TRAVELERS INDEMNITY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F Darby
James F. Darby, Attorney-in-fact

CORBOCH & BLACK OF OREGON
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8284 Contractor Gibbons and Reed

Highway FAUS 0205

Section Oswego Creek (Lake Oswego) Bridge

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 29-day time extension of contract time because of additional temporary signing, city water line relocation, additional curb and sidewalk quantities and gas line relocation.

Recommended for Approval:

Division Engineer

Construction Engineer

State Highway Engineer

Contract No.	8284
Project designation	BRM 0205 (1) State-Federal
Date awarded	September 15, 1975
Work started	October 6, 1975
Per cent completed	100%, April 21, 1976 Date
No. of Workdays Allowed	180
No. of Workdays Used	209
No. of Added Workdays Requested	30

SP*6298-734

8284

FINAL WEEKLY REPORT

45

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oswego Creek Bridge (Lake Oswego)		WEEK ENDING: May 8, 1976
		SECTION PREFIX: 303-1041
HIGHWAY: FAUS 0205		COUNTY: Clackamas
NAME OF JOB: Oswego Creek Bridge	KIND OF WORK: Grading, Paving and Structure	
CONTRACTOR: Gibbons and Reed Co.	CONTRACT NUMBER: 8284	FEDERAL AID PROJECT NUMBER: BRM 0205(1)
DATE OF CONTRACT: September 15, 1975	DATE WORK STARTED: October 6, 1975	ESTIMATED COMPLETION DATE: April 21, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 209
PROJECT AUTHORIZATION: $ 322,943.02	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 116
EXCLUSIVE OF ENGINEERING: $ 284,532.00	ENGINEERING AUTHORIZATION: $ 25,607.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 284,532.00	ENGINEERING COST TO DATE: $ 30,180.27	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 118 %	DATE PROJECT WAS COMPLETED: April 21, 1976

SEMI-FINAL WILL BE SUBMITTED ABOUT 6/1/76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-D6 CAT 1-BACKHOE 1-PICKUP

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6070A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	FAIR	0	0	
MONDAY 3	FAIR	0	0	
TUESDAY 4	SHOWERS	0	0	
WEDNESDAY 5	FAIR	0	0	
THURSDAY 6	FAIR	0	0	
FRIDAY 7	FAIR	0	0	
SATURDAY 8		0	0	

Routing

Keasey K — Richards

Bond — Glenn

Jackmond — Berg

Harwood

Johnsen

Walker

RECEIVED
MAY 10 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 2	No activity
MONDAY 3	Shaping slopes, dressing up ends Ect.
TUESDAY 4	Finished shaping beneath bridge, final touch up of concrete walls Etc. All equipment moved out. Last day of field work and field entries.
WEDNESDAY 5	
THURSDAY 6	
FRIDAY 7	
SATURDAY 8	

REMARKS

Status to date: All construction work complete.

Next week: Project ready for final inspection.

E Rodriguez

SIGNED _____ LOCATION Aloha

E. Rodriguez Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8284

October 22, 1975

Ms. Priscilla Hanamalt

Re. existing and future signalization on ORE 43, Oswego Highway. Re. traffic at south end of the McVey Street Bridge.

SEE: TRA 7-6-1 - Lake Oswego

8214

Files 75

STATE OF OREGON

INTER[illegible]FICE MEMO

TO: Walt Barrie
Chief Counsel

DATE: September ~~25~~ 29, 1975

FROM: C. W. Head
Commission Services C.W.H.

SUBJECT: Contract No. 8284

RECEIVED
SEP 1975
LEGAL

Attached are two copies of Contract No. 8284 with Gibbons and Reed Company for work on the Oswego Creek Bridge in Clackamas County. Also attached is a letter from the company authorizing Richard F. Reed, vice-president, to sign contracts in the absence of the president.

Please note the following:

On page 7 Mr. Reed has signed as vice-president and William Gibbons has signed as secretary and also as a witness.

On page 9 Mr. Reed has signed as vice-president and Mr. Gibbons has signed as secretary.

As you know, our requirements are for the president and the secretary to sign both pages unless a power of attorney is filed. Are the signatures on page 7 satisfactory?

Ser
Att.

Cece - 9/29/75

It is my opinion that Mr Reed has the authority to bind the corporation by his sole signature as per the letter of Secretary Gibbons of Sept 18, 1975 although the procedure whereby Mr Gibbons signed as V/P as a witness, & also signed as Secretary on, although irregular, the contract is good. However, I would suggest that you inform the corp. as to our decision for the duration of subsequent contracts.

9/29/75 - Letter to Gibbons & Reed Co re Gibbons signing as V.P. & Secretary

NOTED
C. W. HEAD

81-125-1307

GIBBONS AND REED COMPANY
CONTRACTORS

GIBBONS & REED COMPANY
General Office — Salt Lake City, Utah

REPLY TO:
825 WEST 10TH NORTH
POST OFFICE BOX 2429
SALT LAKE CITY, UTAH 84110
TELEPHONE 359-8641

September 18, 1975

To Whom It May Concern:

Richard F. Reed is the Senior Vice President of Gibbons and Reed Company, a Utah corporation, and has the power to sign, in the absence of the President, all bonds and contracts of the corporation, as specified in Article XIX of the By-Laws of the corporation adopted June 30, 1964.

Gibbons and Reed Company

William A. Gibbons
Secretary

WAG:db

8284

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. G-14P	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-24-75	Form Approved; O.M.B. No. 04-R2089 STATE: Oregon COUNTY: Clackamas PROJECT NO.: BRM-0205(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. Oswego Creek (Lake Oswego)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-30-75	0.024
OTHER *(Specify)*		

FUNDS Pro rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 312,985	$ 234,738

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R.O Wing 4 for G. L. Green *(Division Engineer)*

Date executed by Division Engineer 9-24-75

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

General Files

Oregon State Highway Division
Salem, Oregon, September 18, 1975

Federal-Aid Project
No. BRM-0205(1)

OSWEGO CREEK (LAKE OSWEGO) BRIDGE
McVEY AVENUE
CLACKAMAS COUNTY

Project Agreement Estimate.

Type Code X081
Oswego Creek Bridge #6070A (Sta. 7+10 to Sta. 8+39)

Mobilization	All Required		$ 18,000.00
Temporary Protection and Direction of Traffic	All Required		2,500.00
Temporary Signs	105 sq.ft.	2.00	210.00
Temporary Continuous Rail Traffic Barrier, Lighted	300 lin.ft.	3.00	900.00
Flagmen	300 hours	15.00	4,500.00
Temporary Bridge Rail, Lighted	350 lin.ft.	9.00	3,150.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		1,500.00
1" - 0 Aggregate Base	90 cu.yds.	20.00	1,800.00
Class "C" Asphalt Concrete	125 ton	30.00	3,750.00
8-inch Culvert Pipe	48 lin.ft.	7.00	336.00
12-inch Culvert Pipe	144 lin.ft.	9.00	1,296.00
8-inch Sewer Pipe	70 lin.ft.	11.00	770.00
24-inch Sewer Pipe	24 lin.ft.	22.00	528.00
Concrete Inlets, Type CG-1	1 only	350.00	350.00
Concrete Walks	55 sq.yds.	7.00	385.00
Concrete Curbs	8 cu.yds.	132.00	1,056.00
Bridge Removal Work	All Required		9,000.00
Shoring, Cribbing, Etc.	All Required		7,000.00
Structure Excavation	300 cu.yds.	35.00	10,500.00
Structure Excavation Below Elevation Shown	40 cu.yds.	32.00	1,280.00
Special Wall Backfill	885 cu.yds.	11.00	9,735.00
Structural Concrete, Class 3300 (480 cu.yds.)	All Required		64,000.00
Structural Concrete, Class 4000 (145 cu.yds.)	All Required		17,000.00
130'/135' Bulb Tee Prestressed Beams	10 only	7,000.00	70,000.00
Reinforcement (104,600 lbs.)	All Required		26,153.00
Reinforced Concrete Bridge End Panels	226 sq.yds.	30.00	6,780.00
Metal Parapet Railing, Single Pipe	367 lin.ft.	19.00	6,973.00
1-inch Electrical Conduit	190 lin.ft.	2.00	380.00
Pipe Hangers, Supports and Braces	All Required		3,000.00
			$277,832.00

Anticipated Items

Temporary Erosion Control	All Required	$ 500.00
Install Temp. Traffic Signals and Detour Signing	All Required	6,000.00
Repair Top of Pier Removal	All Required	200.00
		$ 6,700.00
	Subtotal	$284,532.00
	Engineering	28,453.00
	Total	$312,985.00

Length of Project - - - 0.024 Mile

Federal Funds - - -

9264

A

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE August 20, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
August 14 and 28 Bid Lettings

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366. Bids were opened August 14 on the following:

1. Barnett Road Undercrossing Section
Pacific Highway, Jackson County

Grade, Pave and Structure

Five- to eight-foot sidewalks will be provided.

2. Modoc Point (Units C and D) Section
The Dalles-California Highway, Klamath County

Grade, Pave and Rock Fallout Protection

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

3. Malheur River Bridge Section
Olds Ferry-Ontario Highway, Malheur County

Grade, Pave and Structure

Same as No. 2. Eight-foot shoulders will be provided.

Bids will be opened August 28 on the following projects:

1. Nelson Point Interchange-Spout Creek Section
Old Oregon Trail Highway, (I-80N), Baker County

Rock Protection Fence Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Ten-foot shoulders exist on I-80N.

2. Bluff Road-Tenevck Road (Sandy) Section
Mt. Hood Highway, Clackamas County

Grading, Paving and Signals Project

Grading and paving incidental to signalization. Sidewalks exist. Curb ramps are being provided.

3. "A" Avenue at 8th Street (Lake Oswego) Section
FAS 630 (City Street), Clackamas County

Signal Modification Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Oswego Creek Bridge Section
FAUS Route 0205, Clackamas County

Grading, Paving and Structure Project

Grading and paving incidental to bridge construction. Six-foot sidewalks will be provided.

5. Hubbard Interchange (Southbound O'Xing Structure)
Pacific Highway (I-5), Clackamas County

Paving Project (replacement of bridge deck surface)

Ten-foot shoulders are provided on the structure.

6. Oregon Coast Highway at "U" Street
Seaside, Clatsop County

Traffic Signal Project

No highway work. Class III bike lane exists on US101 in this area.

7. Scappoose (S.E. Second Street) Section
Columbia County

Grading and Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

8. Green Springs Highway Junction-
Walker Avenue (Ashland) Section
Rogue Valley Highway, Jackson County

Illumination Project

Same as No. 3.

9. Front Street-Mill Street (Creswell) Section
Goshen-Divide and Springfield-Creswell Highways
Lane County

Grade, Pave and Signals Project

Asphaltic concrete sidewalk exists. Four-foot shoulders provided.

10. Miller Road-Stemple Creek Section
Siletz Highway, Lincoln County

Grading and Placing Aggregate Project

No surfacing being placed under this contract.

11. 13th Street S.E. at Hines Street S.E. (Salem) Section
FAUS 5051, Marion County

Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Sidewalks exist.

12. Rural Avenue-Vista Avenue (Salem) Section
Pacific Highway East, Marion County

Signals Project

Same as No. 11.

13. Memaloose Safety Rest Area-Idaho State Line Section
Columbia River and Old Oregon Trail Highways between
M.P. 73 and M.P. 378 (I-80N), Five Counties

Sign Shelters Project

Same as No. 3.

14. Tualatin Valley Highway at S.W. 198th Avenue Section
Tualatin Valley Highway, Washington County

Grading, Paving and Signals Project

Grading and paving incidental to signalization project. Six-foot sidewalks provided.

15. Park Street (Burns) Section
City Street, Malheur County

Grading and Paving Project

Same as No. 7.

16. Saginaw Avenue North (Hines) Section
City Street, Harney County

Grading and Paving Project

Same as No. 7.

17. Siletz River Bridges, Lincoln County

Maintenance Painting

Same as No. 3.

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

RS:mc/DES:jp ja

8284

July 29, 1975

City of Lake Oswego
City Hall
Lake Oswego, OR 97034

Attention: Helen Bush
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 401

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Oswego Creek (McVey Avenue) Bridge Section on McVey Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Attach.

bc Don Harwell (Agree. att.)
fkn/hb

8-8-4

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 16, 1975

TO Memo to the File

Ed

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT McVey Avenue Bridge
Clackamas County

The McVey Avenue Bridge reconstruction project is scheduled for the July 31 letting. The project as planned provides for closure of McVey Avenue during removal of the old structure and construction of a new bridge. Recent traffic studies indicate that this is an intolerable situation.

As a result I am, today, pulling the project from the July 31 bid letting and requesting the Bridge Section to redesign on a stage construction basis providing not less than one lane at all times and if possible two narrow lanes. Mr. Hart advises there is about three weeks design time involved and the project will probably be ready for the August 28 bid letting.

Ed Hardt, Regional Engineer, presented our traffic analysis to the City Council at their regular meeting Tuesday evening, July 15, 1975 and they concurred with our recommendations to pull the project and redesign for stage construction which will maintain at least one lane of through traffic at all times.

ESH:js

cc: F. B. Klaboe
R. L. Schroeder
H. S. Coulter
Walt Hart
L. W. Rulien
J. H. Versteeg
Ed Hardt

Form RHWA 121 (Rev. 5-73) 8284

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project BRM-0205(1)
Oswego Lake Outlet Bridge #6070A

DATE: July 15, 1975

In reply refer to: 1041BR

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have received Mr. Wallace's June 30 memo and the foundation report on the subject report and find all questions resolved.

This project is approved.

for G. L. Green

7-16-75
cc: Walt Hart

NOTED
R. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 16 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 6070A

June 30, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Oswego Lake Outlet Bridge, No. 6070A
McVey Ave., Lake Oswego
Clackamas County
Oregon Project M-0205(-)
Your File 1041 BR.1

Attached are two copies of the foundation recommendation which will complete our preliminary submittal for the subject bridge.

Surface texturing of the abutment and wingwalls has been added to this project as was suggested in your memorandum of June 16, 1975.

Very truly yours,

Walter J. Hart
Bridge Engineer

L. L. Wallace
Bridge Design Engineer

JMT:dh
Attachment

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
E. L. Hardt

RECEIVED
JUL 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8284

July 10, 1975

RECEIVED
U. S. HUNTER

Hon. Walter F. Brown
State Senator
2104 S. W. Wembley Park Road
Lake Oswego, OR 97034

Dear Senator Brown:

I have your letter of July 5, 1975 to Mr. Tindall of my staff on the subject of the Oswego Creek Bridge on McVey Avenue. The Bridge Section of the Highway Division is essentially acting as the agent of the City in the design of the proposed new bridge. The details of the final design as they relate to surface finish, handrail type, et cetera, will reflect the wishes of the City. The Lake Oswego City Council has final approval authority for the design subject to the concurrence of the Federal Highway Administration.

This project is being funded under the Federal Aid Special Bridge Replacement Program. Under that program, project funding is 75 percent federal and 25 percent local. In this case, the 25 percent would be City funds. There are no State funds involved.

Members of my staff have previously met with representatives of the City of Lake Oswego and Mr. Long to discuss his ideas. We are available as necessary to discuss the subject further. Details of the alternate handrail proposed by Mr. Long are being prepared by my office. They will be forwarded to the City in the next few days for their consideration. I am enclosing a set of the advance plans for the structure as requested.

Our immediate concern is one of time. This project was advertised this week with a receipt of bids scheduled for July 31. If there are to be

significant modifications of the plans, that decision would have to be made no later than July 17.

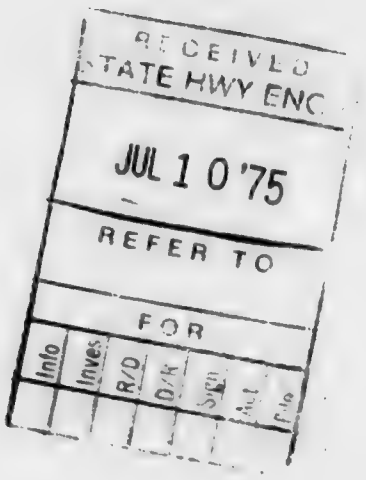
If there are any questions I can answer or any further assistance that I can offer, please feel free to call.

Very truly yours,

Walter J. Hart
Bridge Engineer

WJH:dh
Enclosures

cc Marlin DeHaas, /w/ encl.
E. L. Hardt /w/ encl.
E. S. Hunter /w/ encl.



HOME ADDRESS
WALTER F. BROWN
2104 SW WEMBLEY PARK ROAD
LAKE OSWEGO, OREGON 97034

CLACKAMAS COUNTY
DISTRICT 13

COMMITTEES
VICE CHAIRMAN:
JUDICIARY
MEMBER:
ENVIRONMENT AND ENERGY
HUMAN RESOURCES

OREGON STATE SENATE
SALEM, OREGON
97310

July 5, 1975

John M. Tindall, Supervising Design Engineer
Bridge Design Section
Design Branch
Highway Division
Department of Transportation
3040 25th Street, S.E.
Salem, Oregon 97310

Dear Mr. Tindall:

Please find enclosed a Xerox copy of a letter I recently received from Harold G. Long. I know Mr. Long not only as a well respected Lake Oswego architect but as a fellow member of the Lake Oswego Goals Committee, a citizens group responsible for recently drafting a set of goals for Lake Oswego's proposed new comprehensive plan.

The thrust of Mr. Long's remarks is that the design details and finish of the proposed new McVey bridge "should relate to the concrete dam and the wild nature of Oswego Creek".

Inasmuch as this bridge is within my Senatorial District, I hope you'll appreciate my concern that Mr. Long's suggestions are properly considered by you. In that regard, it would be greatly appreciated if you could:

(1) Send me a copy of that portion of the plans which set forth the details and finish of the proposed new briege as they will be observed by motorists and pedestrians.

(2) Advise me whether or not the Lake Oswego City Council has any approval authority over the details and finish of the proposed new bridge.

(3) Advise me whether or not you would be willing to meet with Mr. Long to consider the merits of any suggestions he might have with regard to the details and finish of the proposed new bridge.

Thank you for your assistance.

Sincerely yours,

Walter F. Brown

Walter F. Brown
Senator District Thirteen

RECEIVED
JUL 10 1975
BRIDGE SECTION

Copy to: Mayor Wallace D. Graham
City of Lake Oswego
358 N. State Street
Lake Oswego, Or. 97034

Councilman H. Curtis Finch
City of Lake Oswego
358 N. State St.
Lake Oswego, Or. 97034

Councilman Duane Lafferty
City of Lake Oswego
358 N. State St.
Lake Oswego, Or. 97034

Councilman Matt Finnegan
City of Lake Oswego
358 N. State St.
Lake Oswego, Or. 97034

Harold G. Long, A.I.A.
Fisher, Wallin & Long
220 The Water Tower
5331 SW Macadam Ave.
Portland, Or. 97201

RECEIVED
JUL 10 1975
BRIDGE SECTION

Fisher, Wallin & Long

ARCHITECTS
PLANNERS

June 30, 1975

Senator Walter F. Brown
2104 S. W. Wembley Park Road
Lake Oswego, Oregon 97034

Dear Senator Brown:

The McVey Bridge over Oswego Creek adjacent to the dam is to be replaced by a new bridge funded under "Federal Bridge Replacement", (bridges in bad repair or unsafe).

The bridge design is contracted by the Oregon State Highway Department. Mr. John Tindall, (phone 378-6551), is in charge of the project.

The proposed bridge is a standard highway bridge with smooth, painted concrete and aluminum rails, 4-ft. high to top of rail. The 6' 2" sidewalks on the bridge may not be safe in this location.

A new bridge on McVey is needed at this location, but the design details and finish should relate to the concrete dam and the wild nature of Oswego Creek.

The unique possibilities of creating a parkway from the Lake, along Oswego Creek, through George Rogers Park, to the Willamette River, should not be overlooked as it relates to the design of the bridge.

The design of the railing and the surface treatment of the concrete to blend with the dam and the natural setting should be reviewed with Mr. Tindall. Time frames are tight. The last chance to change the above items is before it goes to bid sometime in July.

Secondly, is the matter of the water over the dam...
...is it necessary to have Oswego Creek a dry bed to satisfy the State Water Board?
...does the City, as property owners of land along Oswego Creek, have a water right to same flow of water down Oswego Creek as would have occurred prior to building the dam in 1920?

Enclosed is a Lake Oswego Review article with a sketch of the proposed parkway and a layout of the proposed bridge.

I would appreciate your help in expediting and clarifying the above concerns.

Sincerely yours,

Harold G. Long, A.I.A.
Architect

HGL/am
Enclos.

RECEIVED
JUL 10 1975
BRIDGE SECTION

5331 S W MACADAM AVE
PORTLAND, OREGON 97201
PHONE 248 1044

6-30-75

S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
BRM-0205(1)

STATE PROJECT NO.
Oswego Creek (Lake Oswego) Bridge Section

M:
L. Green, Division Engineer
alem, Oregon

PROGRAM NO.

ITEM NO.
11-41

COUNTY NAME
Clackamas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 6 '75
REFER TO
FOR

Info	Invst	R-U	D-R	Sig	Act	File

TE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
une 30, 1975	June 30, 1975	FAU 0205

STATE ROUTE NUMBER
City Street

ENERAL LOCATION:
Lake Oswego

NOTED
E. S. HUNTER

ENERAL DESCRIPTION OF WORK:
Construct one structure

OU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's June 25, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

8-6-75
ORIGINAL TO
L. W. Rulien

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-30-75	C. H. Dougherty for	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No. 6-200

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-26-75

BY (Signature): L. W. Rulien's June 25, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Bridge Replacement

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 41 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
41	BRM-0205(1)	0.024	351,200	263,400

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Oswego Creek (Lake Oswego) Bridge Section Clackamas County State of Oregon	One Structure

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 30 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	Sig	Act	File
				✓	

REMARKS (Division)

7-1-75
ORIGINAL TO
L. W. Rulien

RECEIVED
JUN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-26-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

1 PR-48
(8-71)

6-26-75

8214

June 25, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulfen
Project Management Engineer

SUBJECT Program Data Submission
Project No. BRM-0205(1)

We are submitting program data for one project, Item No. 41 Project No. BRM-0205(1), "Oswego Creek (Lake Oswego) Bridge Section", which we desire to have included in the Federal-aid Special Bridge Replacement Program as established by Section 144 of Title 23 U.S.C. This project is being programmed in accordance with Mr. M. F. Maloney's December 29, 1972 memorandum.

This project was originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

It is our present intention to receive bids for this project on July 31, 1975.

Enclosure

JG:bz

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; A

U.S. D

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-25-75

CARD 2 — REPORT NUMBER: 1 (18)(20) — PROJECT LOCATION (45 typewriter spaces): City St, Oswego Cr. (Lake Oswego) (21)(66)

ADT — PRESENT: 9,000 — FUTURE: 16,400 (68) — YEAR: 95 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): One Bridge (28)(62) — NATL. FOREST (63)(68) — FR ROUTE NO. (66)(69) — SUPV. AREA (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(76) — PROJECT NUMBER: PREFIX LETTER(S): BRM- (14)(28) — NUMBER: 0205 (7)

CARD — CLASS OF FEDERAL FUNDS: Special Bridge Replacement — COUNTY NAME: Clackamas — CODE: 005 (14)(16)

NAME OF URBAN AREA: Portland (17-31) — ROUTE NO.: U — FEDERAL-AID: 0205 (32) — STATE: City St. (37)(37) — U.S.: — (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		City St, Oswego Creek (Lake Oswego)					
5					ROW							
5					CONST (CODE) (Safety) X081		"Oswego Cr. (Lake Oswego) Br. Sec"	0.024	351,200	263,400	87,800	
							PROJECT TOTALS	0.024	351,200	263,400	87,800	

(116) (23) (24) (25)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

REMARKS

RO
Ac
Pa
no

1

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-25-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St, Oswego Cr. (Lake Oswego)		9,000	16,400	95	10	Oregon	41	115	41

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUFX	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
idge								BRM-	0205	(1)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Special Bridge Replacement	Clackamas	005	1 OR X 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland	U	0205	City St.	--

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		City St, Oswego Creek (Lake Oswego)						Construct one pre-stressed conc. beam br.(L 129') & approach roadway connection to each end of bridge.
	ROW								
	CONST (CODE) (Safety) X081		"Oswego Cr. (Lake Oswego) Br. Sec"	0.024	351,200	263,400	87,800		ROW-60'; Access control-none; Parking restrictions-none.
			PROJECT TOTALS	0.024	351,200	263,400	87,800		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

-over-

USCOMM-BUREAU OF PUBLIC ROADS-DC 48908-P01

OSWEGO CR. (LAKE OSWEGO) BR. SEC.

Project No. BRM-0205(1)

Existing Facility: Oswego Lake Outlet Bridge (Br. No. 6070); L. 166'; H.C. 25'; walk on north side; timber trestle approach spans with steel girder main span; posted load limit of 10 tons.

Adjacent Sections:

East End - 44' curbed section with bituminous surface.
West End - 30' bituminous surface.

Project Data: Construct, on existing alignment, one prestressed concrete bulb-T beam bridge (Br. No. 6070A) 129 feet in length having a horizontal clearance of 44 feet with 6-foot walk/bikeway on each side and approach roadway connection to each end of bridge including incidental work common to this type of project.

System Action, Airports, Railroads, Water Development, Recreation and Historical Areas: None Involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project. Negative declaration concurred in by FHWA December 11, 1974.

FHPM 7-7-5 Requirements:

a. Public Hearings - Not required under Oregon A
(Category 3 project).

b. Location/Design - Not a factor in the develo
project.

Control of Utilities: The State does not have, at t
legal authority to control the use of utilities on th
way of this project. A State-City agreement is being
comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: (1) This project is in Congressional Distr

(2) The project qualifies as a "Safety Imp
ject" under the provisions of FHPM 6-
new bridge will eliminate functional
and structural deficiencies by provid
width for two lanes of traffic with c
supporting legal highway loads.

OSWEGO CR. (LAKE OSWEGO) BR. SEC.

Project No. BRM-0205(1)

Oswego Lake Outlet Bridge (Br. No. 6070); L. 166'; H.C. 25'; walk on north side; timber trestle approach spans with steel girder main span; posted load limit of 10 tons.

s:

44' curbed section with bituminous surface.
30' bituminous surface.

Construct, on existing alignment, one prestressed beam bridge (Br. No. 6070A) 129 feet in length ntal clearance of 44 feet with 6-foot walk/bikeway d approach roadway connection to each end of bridge ental work common to this type of project.

Airports, Railroads, Water Development, Recreation Areas: None Involved.

irements: Exempt from State Clearinghouse and Dis- ghouse A-95 review under working agreements.

irements: Nonmajor action project. Negative dec- rred in by FHWA December 11, 1974.

FHPM 7-7-5 Requirements:

a. Public Hearings - Not required under Oregon Action Plan (Category 3 project).

b. Location/Design - Not a factor in the development of this project.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: (1) This project is in Congressional District No. 1.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the new bridge will eliminate functional absolescence and structural deficiencies by providing adequate width for two lanes of traffic with capability of supporting legal highway loads.

8284

45

Fray

OREGON STATE HIGHWAY DIVISION

June 24, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

AGENDA
JUN 3 01975
4h

TO Oregon Transportation Commission

FROM ORIGINAL SIGNED BY F. B. KLABOE
F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Finance Approval

We have been notified by the Federal Highway Administration that Special Bridge Replacement Funds have been redistributed to the various states with the stipulation that they be obligated by June 30, 1975. The Oswego Lake Outlet Bridge on McVey Avenue, in the city of Lake Oswego, has been selected for construction with these special funds which have a matching ratio of 75% Federal and 25% local funds. Local matching funds will be paid by the City of Lake Oswego.

John Evans
Walt Hart

I recommend this project, estimated to cost ~~$550,000~~ 350,000, and request your approval to proceed with an early letting.

This matter will be on the agenda at the June meeting.

bc: C. W. Head
A. E. Johnson
R. L. Schroeder
L. W. Rulien
Walt Hart
Jack Graham
George M. Baldwin
E. S. Hunter
H. S. Coulter
V. E. Skoog
Gary Sund
Ed Hardt

(Project Management)

NOTED
C. W. HEAD

Form 81-734-3123

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 24, 1975

TO MEMO TO THE FILES

FROM L. W. Rulien
Project Management Engineer

SUBJECT Route Description FAU-0205
McVey Avenue
City of Lake Oswego
Clackamas County

Preparation of the mapping and route descriptions to establish the Portland Urban System necessitates more clarity in describing route FAU-0205 as it enters the city limits of Lake Oswego.

This route is intended to follow S.W. Stafford Road to South Shore Blvd. thence continue along McVey Avenue to its junction with the Oswego Highway.

This has been confirmed as the intent of CRAG, Clackamas County and the City of Lake Oswego.

LWR:dgk

cc: FHWA
E. S. Hunter
Ruth Morrison
R. Unrein
R. Wellbrock
D. E. Swan

FAU-0205

LAKE OSWEGO

CLACKAMAS & MULTNOMAH COUNTIES, OREGON

T 1,2S.,R.1E,WM

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE

8284

UNITED STATES GOVERNME

Memorandum

DEPA MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 23, 1975

In reply refer to: 1041BR/407.4

SUBJECT: Special Bridge Replacement Funds

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have just received telecopier memorandums from Mr. H. A. Lindberg, Associate Administrator for Engineering and Traffic Operations, FHWA, indicating that Oregon has been allocated $1,654,500 for the Federal redistribution share of unobligated Special Bridge Replacement funds for the following bridges:

Bridges	Bridge No.
1. Willamette River Bridge at Harrisburg	00583
2. Grande Ronde River Bridge (Island City)	04821A
3. Oswego Lake Outlet Bridge	06070
4. Ritner Creek Bridge	01251
5. Bear Creek Bridge	32C11

Please send over the PS&E submittal as soon as possible so that you can advertise the projects before the end of the month. This is a requirement of these funds.

for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 24 '75
REFER TO Hunter
FOR
Info | Inves | R/W | D/R | Sign | Act | File

8284

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 16, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project M-0205(-)
Oswego Lake Outlet Bridge #6070A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Preliminary plans submitted with Mr. Wallace's June 3 letter are approved subject to further consideration of the foundation when that data is received. We suggest that you consider some type of surface texturing on the wing walls of this structure.

NOTED
E. S. HUNTER

for G. L. Green

6-18-75
cc: Hart

RECEIVED
JUN 18 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 17 '75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File
cy ae

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 6070A

June 3, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Oswego Lake Outlet Bridge 6070A
McVey Ave., Lake Oswego
Clackamas County

Enclosed are two prints each of drawings 30657 and 30658 which are the preliminary plan and elevation and vicinity map, two prints showing the proposed detour, and two copies of the hydraulic data sheet for the subject structure. The foundation recommendation will be forwarded when complete. There is exposed rock throughout the area and spread footings keyed into rock the depth of the footing will undoubtedly be used.

The existing bridge was constructed in 1931 and is posted for a 10 ton load limit. This structure is a high priority item on the Special Bridge Replacement Program which will be used to finance the project as soon as funds become available. There are five utility lines on the existing bridge. The 16-inch sewer line will be supported during construction and attached to the new structure. The two gas lines will be replaced by Northwest Natural Gas and the City of Lake Oswego would like to replace in kind the water lines as part of this contract. During construction McVey Avenue will be closed to through traffic and Oak Street (FAS 122) will be used as a detour (see enclosed map). A traffic signal may be required at the intersection of Oak Street and the Oswego Highway (Hwy. 43).

The alignment, roadway width, and grade line was established by the City of Lake Oswego. The 44-foot roadway width matches the existing curb width

RECEIVED
JUN 4 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

of McVey Avenue east of the structure and a six-foot walk on each side will provide for pedestrian and bicycle traffic. The length was established to span the existing channel and match the existing elevation at each end.

A three-span, precast, prestressed slab bridge with concrete abutments and short wingwalls on spread footings and concrete columns and cross beams poured around the existing concrete shafts was studied as an alternate for this site. The cost was estimated to be $326,000.

The proposed bridge is a single span prestressed beams with cast-in-place deck spanning both the creek and the 72-inch wood-staved pipe. Concrete abutments with wingwalls on spread footings are proposed to support the superstructure. The estimated cost of the structure, based on approximate quantities and including an allowance for engineering and contingencies, is $317,000. In addition, it is estimated that $23,000 for the necessary grading and paving and handling of traffic will be required for a total estimated cost of $340,000.

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

Walter J. Hart
Bridge Engineer

L. L. Wallace
Bridge Design Engineer

JMT:dh
Enclosure

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
E. L. Hardt

Robert W. Straub
xxxxxxxxxx

May 22, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administrator

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Redistribution of Special Bridge
Replacement Funds

The Oregon State Highway Division, as you know, has obligated its total fiscal year 1976 Special Bridge Replacement funds. In fact, these funds were insufficient to cover Bridge No. 583, Willamette River Bridge at Harrisburg, which has been contracted. The following is a listing of projects on which we could obligate additional monies by June 30 if the funds were available.

Br. No.	Name	Sufficiency Rating	Federal Funds
583	Willamette River Bridge at Harrisburg	48.1	$456,000
1821A	Grande Ronde River Bridge	26.2	$600,000
1251	Ritner Creek Bridge	59.4	$246,000

The above projects total $1,302,000 in federal funds. We believe that we can obligate the money and would appreciate anything that you can do to obtain funds for us.

cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
W. J. Hart
J. H. Versteeg
Victor D. Wolfe

LWR:ljt

5/20/75

SBR Projects

1. Rock Creek Bridge
   Str. $84,000
   Gr. & Pave 401,000
   $485,000 ←

2. Island City Bridge
   Str. $575,000
   Gr. & Pave 224,000
   $799,000 ←

3. Rifner Cr. Bridge
   Str. $328,000 ←
   Gr. & Pave - FAS funds

4. Lake Osuego Outlet St.
   Str, Gr. & Brdg $320,000 ←

8294

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 6, 1975

SUBJECT: Special Bridge Replacement Program
Selection Criteria - Replacement Candidates

In reply refer to: 1041BR/407.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter, Asst State Hwy Engr Operation

We have received the SI&A computer printout sheets for the State of Oregon listing the bridges with sufficiency rating of 50 or less and this is attached. We are also forwarding Oregon's bridge selection criteria for replacement candidates dated April 24, 1975.

Please note we find the following structures eligible as replacement candidates including the new 50 sufficiency rating for candidate selection.

Bridge	Bridge Numbers	Sufficiency Rating
Coquille River	00598	48.3
Ritner Creek	01251	50.0
2nd Street, La Grande	09069	22.0
Cozine Creek	18T01	23.7
Coalbank Slough	02478	26.1
Thomas Creek	12935	42.1
Oswego Lake Outlet	06070	43.1
Island City	04821	26.2
Bear Creek	32C11	36.3
Nehalem River	00574	44.0
Snake River - Idaho	01000	48.3
Beaverton Creek	13089	49.2

NOTED
E. S. HUNTER
CC Rudow
5-9-75

This information is based on your latest submittals to us under this program. We hope it will be helpful in your planning.

for G. L. Green

Attachment
Printout (Inc. error sheet)

RECEIVED
MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HOTEL
L. JOHNS

RECEIVED
STATE HWY ENGR
MAY 8'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc Hunter

8284

MEMO TO FILES, April 25, 1975

FROM D. N. Harwell
County-City Engineer

NOTED
E. S. HUNTER

RE Special Bridge Replacement Program
Cosine Creek, McMinnville
Oswego Lake Outlet, Lake Oswego
Second Street Overcrossing, La Grande

On March 24 and April 8, 1975, letters were sent to Mr. Glen Green, FHWA Division Engineer, regarding the Special Bridge Replacement Program.

Discussions with various city officials regarding this program indicate that the status of the following projects should receive special mention in case these monies become available.

Cosine Creek, McMinnville
Joe Dancer, City Manager, and Bill Blum, Director of Public Works, indicated the City has passed a bond issue for replacement of the existing structure with an earth fill and culvert, to be at sole City expense.

Project should be dropped from SBRP listing.

Oswego Lake Outlet (Oswego Creek) Bridge, Lake Oswego
Marlin DeHaas, Director of Public Works, indicated City's portion of project costs (25%) will not be available until after fiscal year commences (July 1, 1975); however, should project be scheduled for letting earlier, money could be obtained from loan.

Project design, agreements, etc. should proceed as SBRP.

Second Street (UPRR) Overcrossing, La Grande
Max Thompson, City Manager, and Wally Palmateer, Oregon Bridge Consulting Engineer, have indicated the consultant is doing the design work and before City could provide its portion of project costs (25%) a bond issue election would have to be passed by the City. This project is one of long-time standing with considerable controversy.

Project particulars, agreements, etc. should proceed as SBRP.

RECEIVED
APR 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DNH:mm

cc, w/att: E. S. Hunter
L. W. Rulien
V. Wolfe
W. J. Hart
E. L. Hardt, Rgn 1
C. O. Fredrickson, Rgn 2
W. E. Schwartz, Rgn 5

8284

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1975

In reply refer to: 1041BR.1/407.4

SUBJECT: Special Bridge Replacement Program

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Rulien's March 24, 1975 letter requested that we include three structures to the list of bridges eligible for SBR funding. I am sorry, but I do not have that authority.

Our Washington, D. C. office maintains an inventory of all the State bridges in their computer. This data is information that has been furnished by the State. If you find that the data furnished has become invalid or needs to be changed for one reason or another; it is necessary for you to furnish new data to the Washington computer. With the new data, a new priority list can be computed. This procedure is covered in FHPM 6.7.4.1.

G. L. Green

RECEIVED
STATE HWY ENG.
MAR 26 '75
REFER TO
FOR
Info | Inves | R/D | D.R. | Sign | Ad.

3-27-75

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 24, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Eligible Structures
(SBRP)

Attached is a sheet indicating the structures in Oregon that have been declared eligible for Special Bridge Replacement (SBRP) since the inception of this program. You will note that 12 structures have been reconstructed (7 under this program and 5 under other programs). Current records indicate that the following structures remain eligible:

Br. No.		Name
598		Coquille River
1251		Ritner Creek
9069	City	2nd Street (La Grande)
13101	City	Cozine Creek
2478		Coalbank Slough
12935	Co?	Thomas Creek
6070	City	Lake Oswego Outlet

Struct. Est. Approach
long struct. $1,000,000 - $1,500,000
short " 500,000 - 1,400,000
above data from Br. Sect. 4-4-75
City sold bonds - 100% City for fill section 4-4-75
Br. Section designing 4-14-75

We have received verbal approval from your office to add the Harrisburg Bridge (583) to the eligible list and we are asking that the following additional structures, which are high on the priority list, be made eligible for future funding:

RECEIVED
COUNTY & CITY SECTION
MAR 25 1975
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ☒ UE
☒ UPE ☐ CE ☒ RE ☑ RPE ☐

Br. No.	Name
662	Rock Creek
2054	Chehalem Creek (Newberg)
1173	Yachats River

LWR:bb
Attach.

cc: E. S. Hunter
E. L. Hardt
D. H. Hoehring

LARRY

SPECIAL BRIDGE REPLACEMENT

	Hwy. No.	County	Route No.	Region	Section	Work	Estimated Cost 1975	Date Contract	Contract Amount	Remarks
					FHWA APPROVED 8-10-71 INDEPENDENTLY					
	450	Malheur	-	5	Snake River (Adrian) Br.	Structure	716,200	6-12-72	716,200	
					FHWA APPROVED 5-5-72 INDEPENDENTLY					
	211	Linn	OR 226	2	Sanderson Bridge	Structure	1,385,500	8-8-72	1,385,500	
					FHWA APPROVED 12-29-72					
	-	Deschutes	793	4	Little Deschutes Riv. (Montgomery) Br.	Structure	118,200	10-8-73	118,200	
2	-	Washington	631	1	Tualatin Riv. ((Golf Course Rd.) Br.	Structure	534,200	5-8-74	534,200	
3					Burnt River Br.	-	-	-	-	Project Not on System
4	-	Lane	226	3	Woahink Lake Br.					
5	-	Lane	226	3	Woahink Lake Br.					
6	-	Lane	226	3	Woahink Lake Br.	3 Structures	588,300	11-16-73	588,300	
7	-	Washington	837	1	Prickett Cr. (Stringtown Rd.) Br.	Structure	18,600	10-16-73	18,600	
8	-	Marion	147	2	Silver Cr. (Main St.) Br.	Structure	187,100	6-6-74	187,100	
9	244	Coos	-	3	Coquille Riv. Br.	Structure	1,625,000			
10	191	Polk	OR 223	2	Ritner Creek Br.	Structure	198,000			
					FHWA APPROVED 5-21-74					
1	City St. Union		-	5	U.P.R.R. 2nd St. (La Grande)	Structure	1,290,000			
2	City St. Yamhill		-	2	Cozine Creek Br.	Structure	358,000			
3	9	Coos	US 101	3	Coalbank Slough Br.	Structure	1,230,000			
4	-	Josephine	17-110	3	Munger Creek Br.	Structure	55,000	-	-	Replaced by County
5	-	Coos	255	3	Coos River (Landrith) Br.	Structure	880,000	8-23-74	(1,507,400)	Secondary Rural, County
6	-	Crook	717	4	McKay Creek Br.	Structure	39,000	5-1-74	(68,000)	Secondary Rural, County
	-	Wallowa	476	5	Bear Creek Br.	Structure	100,000	-	-	New Sec. Rural County, Com
8	-	Clatsop	912	2	Humbug Creek Br.	Structure	115,000	7-6-72	(159,800)	Secondary Rural, County
9	-	Linn	763	2	Thomas Creek Br.	Structure	199,000			
10	-	Clackamas	-	1	Oswego Lake Outlet Br. (McVay Ave)	Structure	175,000			
						Total Contracts			3,548,100	
						Apport. Total			4,379,000	
						Total Apport. Balance			830,900	

3-20-75

LARRY

SPECIAL BRIDGE REPLACEMENT

Route No.	Region	Section	Work	Estimated Cost 1975	Date Contract	Contract Amount	Remarks
		FHWA APPROVED 8-10-71 INDEPENDENTLY					
-	5	Snake River (Adrian) Br.	Structure	716,200	6-12-72	716,200	
		FHWA APPROVED 5-5-72 INDEPENDENTLY					
OR 226	2	Sanderson Bridge	Structure	1,385,500	8-8-72	1,385,500	
		FHWA APPROVED 12-29-72					
793	4	Little Deschutes Riv. (Montgomery) Br.	Structure	118,200	10-8-73	118,200	
631	1	Tualatin Riv. ((Golf Course Rd.) Br.	Structure	534,200	5-8-74	534,200	
		Burnt River Br.	-	-	-	-	Project Not on System
226	3	Woahink Lake Br.					
226	3	Woahink Lake Br.	3 Structures	588,300	11-16-73	588,300	
226	3	Woahink Lake Br.					
837	1	Prickett Cr. (Stringtown Rd.) Br.	Structure	18,600	10-16-73	18,600	
147	2	Silver Cr. (Main St.) Br.	Structure	187,100	6-6-74	187,100	
-	3	Coquille Riv. Br.	Structure	1,625,000			
OR 223	2	Ritner Creek Br.	Structure	198,000			
		FHWA APPROVED 5-21-74					
-	5	U.P.R.R. 2nd St. (La Grande)	Structure	1,290,000			
-	2	Cozine Creek Br.	Structure	358,000			
US 101	3	Coalbank Slough Br.	Structure	1,230,000			
17-110	3	Munger Creek Br.	Structure	55,000	-	-	Replaced by County
255	3	Coos River (Landrith) Br.	Structure	880,000	8-23-74	(1,507,400)	Secondary Rural, County
717	4	McKay Creek Br.	Structure	39,000	5-1-74	(68,000)	Secondary Rural, County
476	5	Bear Creek Br.	Structure	100,000		-	New Sec. Rural County, Comm. 1-22-75
912	2	Humbug Creek Br.	Structure	115,000	7-6-72	(159,800)	Secondary Rural, County
763	2	Thomas Creek Br.	Structure	199,000			
-	1	Oswego Lake Outlet Br. (McVay Ave)	Structure	175,000			
			Total Contracts			3,548,100	
			Apport. Total			4,379,000	
			Total Apport. Balance			830,900	

8284

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 18, 1975

In reply refer to: 1041BR/407.4

SUBJECT: Special Bridge Replacement Program

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attention: Mr. E. S. Hunter

We have heard via the grapevine that there is a possibility that unused funds in the Bridge Replacement program will be recalled for distribution to those States who have projects ready to go. Please note that you have approximately $630,000 in unobligated balance under the Bridge Replacement program as of December 31, 1974. In order for you to take maximum advantage of this program you should place as many approved candidate structures under contract as possible and have some bridges stockpiled to utilize the possible extra funds. The following remaining structures have been approved as candidates and are not under any form of programming.

List 1	
Coquille River	$ 1,700,000
Ritner Creek	168,000
List 2	
2nd Street (La Grande)	1,292,000
Cozine Creek	358,000
Coalbank Slough	1,230,000
Thomas Creek	199,000
Lake Oswego Outlet	175,000

RECEIVED
STATE HWY ENGR
MAR 19 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

RECEIVED
MAR 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-20-75.
CC Rubin
Hart
Mochamy
action
Ed.

If you have additional poor condition structures that you wish to place on the available candidate list a request should be initiated to include these structures along with their inventory inspection necessary for placement on the candidate list. If you desire additional candidates submitted under your previous list you should make a request for additional structures. This information should be submitted as soon as possible for we understand that early April will probably be the deadline for reconsolidating unused funds.

G. L. Green

9284

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 7, 1975

Mr. Marlin DeHaas
Public Works Director
Lake Oswego, OR 97034

Dear Mr. DeHaas:

NOTED
E. S. HUNTER

Lake Oswego Outlet Bridge
McVey Avenue
Lake Oswego, Oregon

Enclosed is a preliminary engineering report for the replacement of the existing bridge over the Lake Oswego outlet on McVey Avenue. This preliminary study was based on maintaining the existing alignment and staying within the present right of way. If you should determine that you wish to proceed with the project, possibly some consideration should be given to an improvement in the alignment and the securing of additional right of way. This is something which would have to be looked at in relationship to the long-term development of McVey Avenue. If there are any further questions on this, please feel free to contact this office.

This structure is on a high priority on the Special Bridge Replacement Program; however, at the present time the federal funds under this program are very limited. It is difficult to determine what the funding levels may be in the future. If the City is reasonably certain that it will wish to proceed with replacement of this structure in the foreseeable future, I would recommend that steps be taken to complete the project through the final design stage.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

WJH:dh
Enclosure
cc
Donald Eppley, City Manager
E. S. Hunter
E. L. Hardt
D. N. Harwell

RECEIVED
FEB 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8284

PRO 4-3

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE January 24, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

SUBJECT Assessment and Project Category
Oswego Lake Outlet Section
McVey Avenue
Lake Oswego, Clackamas County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford
Region 1 (E. L. Hardt)
District 2 (W. W. Geibel)

APPROVED
E.S.H.
E. S. Hunter
Date 1-26-75

1-27-75
ORIGINAL TO
L.W. Rulien
Watt.

RECEIVED
JAN 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8284

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project BRT-5025(-)
Oswego Lake Outlet
Environmental Assessment

DATE: December 5, 1974

In reply refer to: 1041DA.1

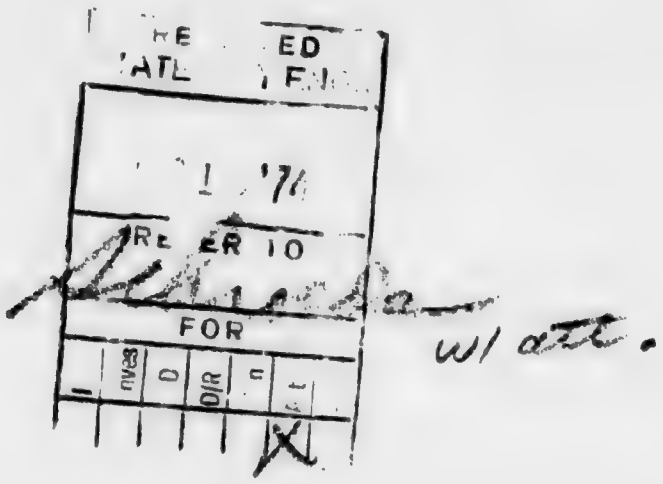
FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The environmental assessment for the subject project has been reviewed and found acceptable. A negative declaration is considered appropriate for this type of project. One copy of the assessment is returned as requested.

William A Kappus
for G. L. Green

Attachment
Project Assessment



w/ att.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 17, 1974

A. PROJECT IDENTIFICATION

Name of Project Oswego Lake Outlet - ~~I0P(1)5~~ (Section) BRT-5025(-)

Location of Project City of Lake Oswego - McVey Avenue (Highway Name) TYPE II PRIMARY (Highway No., US - ORE)

Lake Oswego (City) Clackamas (County) I (Region)

Program Safety Bridge Replacement (Funding) $320,000 (Estimated Cost) OK (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of the project is to upgrade the bridge alignment by replacing the bridge with a wider, stronger facility. The proposed bridge will also be consistant with the width of the existing street and improve traffic movement in the area.

Origin and History: (See Attachment)

C. DESCRIPTION OF PROJECT

Length Existing: 166' x 25' Proposed: 155' x 59' 040

Termini Bridge length on city street.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY ____ PROJECT

(Form (1) 9-74)

ORIGIN AND HISTORY

The existing bridge structure was built in 1931. At that time the bridge was on a FAS route number 122 which included the city of Lake Oswego street, McVey Avenue. The use of FAS route was later changed to FAP 3 on Oak Street. This new route crosses Oswego Creek on FAP 3 south of its convergence with FAP 122. Due to decreasing strength and bridge efficiency the McVey Avenue is not used by heavy trucks. The city of Lake Oswego has now asked that the bridge be improved to meet the improved highway width of McVey Avenue. The city has requested cost estimates for bridge improvement. This work is being carried out by the Bridge Section, OSHD.

The existing facility is constructed of six spans of timber tressle and one span of steel girder. Several utility lines and pipes are carried under the bridge. The proposed facility will be of pre-stressed concrete construction.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing right-of-way is sufficent for proposed project.

Typical Section 59' 3" wide =←5'0" *——— 44'0" ———* 8'0"→

Structures Proposed bridge: Bulb-T Prestressed concrete beams, Std. three tube railing

Characteristics (ADT) 1974 ADT's weekday=8,974, weekend=4,149, Average week=7,596. The existing bridge is signed for weight allowance of 10 tons.

Other General Information (or Supplemental information to items) During construction it is recommended that McVey Avenue be closed to thru traffic. Traffic can be detoured along FAS 3 (Oak Street). It is also recommended that several utility pipes be kept elevated during construction.

Project Sketch Map is Attached: [XX] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None have been discussed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [XX] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [X] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The bridge is located approximately 30 feet southeast of the dam and spillway on the southeast end of Lake Oswego. This dam controlls Oswego Creek to the point that the water level has not changed significantly since the 1964 floods. There is also an overflow ditch on the southwest side of the dam which empties into the creek between the bridge and the dam. The creekbed is well vegetated on both sides by trees, brush and riparian vegetation. The stream is swift flowing under the bridge and has a constant level due to the spillway.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Although immediately surrounded by a natural environment, Oswego Lake Outlet Bridge is within the urban area of Lake Oswego. McVey Avenue follows the shore of Lake Oswego and is lined by homes and apartments. Moorages are located on the easterly, shoreside end of the street. McVey Avenue intersects with Oak Street about 1/8 mile from the project site. A station house on the east end of the dam controlls the spillway and water level of the lake and Oswego Creek. Five utility lines cross Oswego Creek supported by the bridge.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   No additional right-of-way will be required.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   No changes in traffic patterns are anticipated.

   Consequences:

3. Estimated Changes in Land Use:

   No changes in land use are anticipated.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   Some effects of construction maybe felt by the stream.

   Consequences:

   Stream turbidity may be increased during construction but long range effects will not be felt.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None are anticipated.

   Consequences:

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

No critical environmental problems can be foreseen.

7. **Potential for Controversial Issues:**

None.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

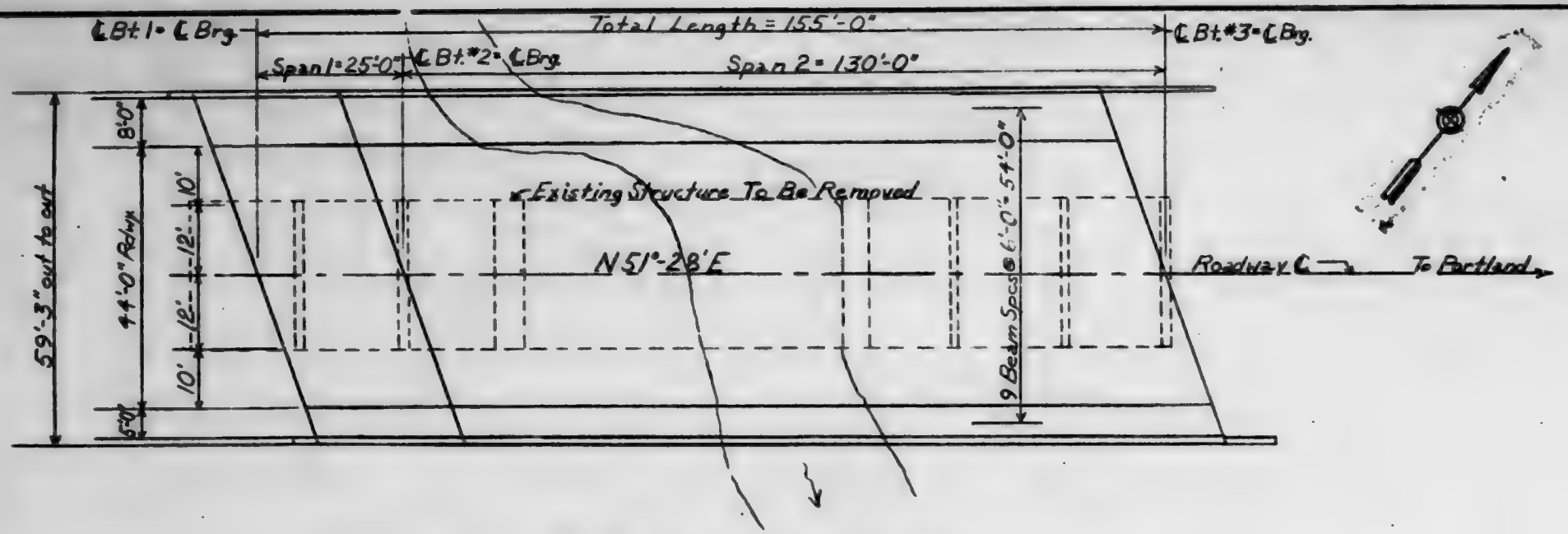
Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.	XXX		
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

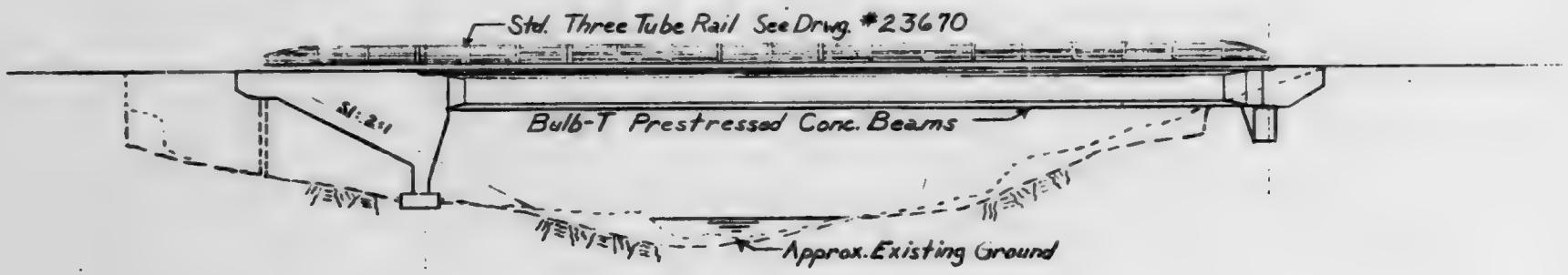
* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- [ ] Draft EIS
- [ ] Final EIS
- [ ] Supplemental Draft EIS
- [ ] Supplemental Final EIS
- [ ] Section 4(f)
- [XX] Negative Declaration
- [ ] State-Wide Negative Declaration
- [ ] Other _____



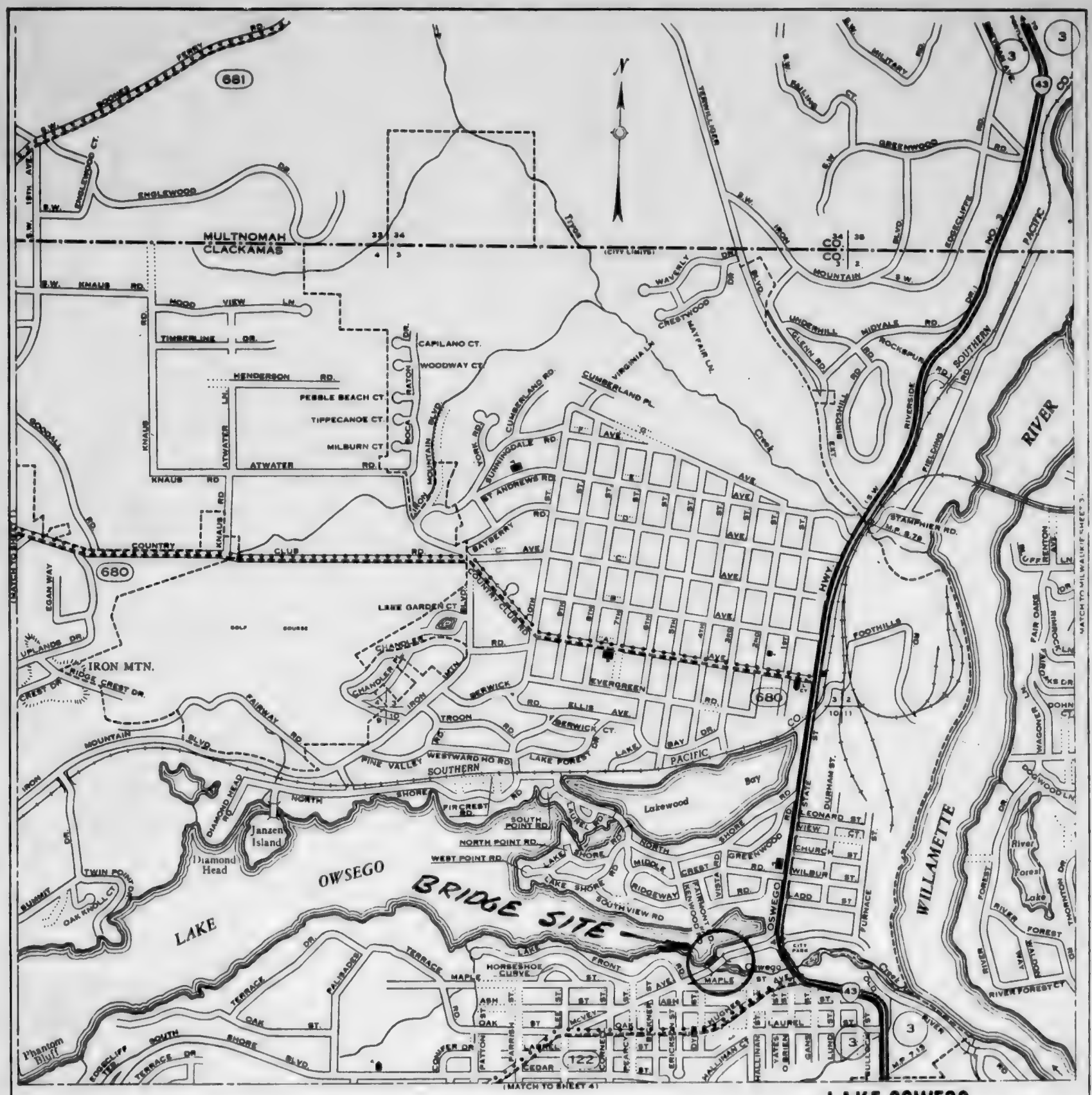


OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

OSWEGO LAKE OUTLET BRIDGE

McVEY AVENUE - LAKE OSWEGO
CLACKAMAS COUNTY

APPROVED:	DATE OCT. 1979 BRIDGE NO. 6070A
BRIDGE ENGINEER	DESIGNED
	DRAWN WRH DRAWING NO.



HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY	◎	◎
SECONDARY	000	1000
OTHER	CO.	N.F.D.

SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cv – City Hall
  - cr – Court House
  - a – Armory
  - l – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

LAKE OSWEGO

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 11,803

Scale in Feet

Revised July 1965

SHEET ARRANGEMENT

1	2
3	4

SHEET 2 OF 4 SHEETS

8284

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 27, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green Division Engineer
Federal Highway Adminstration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Oswego Lake Outlet
Safety Bridge Replacement
Clackamas County, Oregon

This negative declaration accompanies our request for location-design approval of the subject federal-aid safety bridge replacement project.

LOCATION AND DESCRIPTION OF PROJECT — This project is located on McVey Avenue in the city of Lake Oswego, Clackamas County, Oregon. The project involves an existing 166-foot by 25-foot bridge on the southeast end of Lake Oswego. A wooden sidewalk extends along the north side of the bridge. The proposed project provides for replacing the existing bridge with a structure as wide as the existing roadway. A sidewalk is included in the proposal. The project cost is presently estimated at $320,000, but is subject to change due to rising construction costs.

PURPOSE OF PROJECT — The project is intended to upgrade the bridge alignment and increase driving safety by replacing the existing facility with a wider, stronger one. Due to its narrow width, the existing facility hinders traffic movements along McVey Avenue. The new facility would allow for smoother traffic flow, as it would be widened to the size of McVey Avenue. The existing

facility also limits the weight of traffic traveling across the bridge. The proposed improvement would allow the facility to accommodate heavier loads.

EXISTING ENVIRONMENTAL SETTING

The existing bridge structure was built in 1931. At that time, the bridge was on FAP route number 122, which included the city of Lake Oswego street, McVey Avenue. The FAP route was later changed to FAS 3 on Oak Street. This FAS route and McVey Avenue converge north of the Oswego Creek bridge crossing. Improvements on McVey Avenue have included widening and pavement overlays. The existing bridge, however, has not been improved. Its minimal width and strength restrict traffic flow. The existing bridge is signed for weight allowance of ten tons. The 1974 average daily traffic for a weekday is estimated at 9,000 and at 4,000 for weekends, and average weekly totals are 7,600.

McVey Avenue follows the south shore of Lake Oswego and is lined by homes and apartments. Moorages are located on the easterly edge of the avenue. McVey Avenue is a collector street along the south shore of Lake Oswego. McVey Avenue intersects Oak Street about one-eighth mile from the project site.

The bridge is located approximately 50 feet southeast of the dam and spillway on the southeast end of Lake Oswego. The dam controls Oswego Creek, thus creating the lake. Control of the creek is such that the water level of the creek has not changed significantly since the 1964 floods. Water levels do vary three to four feet between summer and winter flows. The spillway adjacent to the dam allows water to flow from the lake into the creek. This water flows into the creek beneath the bridge.

Landforms in this area are limited by a thin layer of silty clay over the predominant bedrock. Oswego Creek flows over evident bedrock, and large boulders are characteristic of the streambed. The banks provide poor drainage and tend to be marshy. Dense vegetation--including Himalayaberry, black cottonwood, willow, vine maple, Oregon ash and white oak--lines the creek banks. Grasses, alder, wild rose, and evergreen blackberry cover much of the bank as well. The vegetation growth provides suitable habitat for small species of wildlife. Domestic mallard, crow, and scrub jay are evident. Oswego Creek is swift-flowing and is at a constant level due to the dam.

Turbidity is low and water quality is satisfactory. A station house on the east end of the dam controls a spillway and the water level of the lake and Oswego Creek. Five utility lines are supported by the bridge where they cross Oswego Creek.

Periodic use of a sixty-inch penstock from beneath the dam carries water downstream to a 600-kilowatt power station a little over 1,000 feet below the dam.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The proposed project would have a benefical impact upon the surrounding environment. Safety and traffic flow would be improved through the area. These long-term improvements would directly benefit the community. The proposed project is not expected to induce higher traffic flow or add to noise or air pollution. No additional right-of-way is required. On the short-term, construction would cause some adverse impacts.

During construction, the effects of work in the streambed would show. Turbidity would increase, but water quality would return to normal after several weeks. Plants would regrow, and wildlife would return once the construction area is quiet. Construction of the new facility would also require rerouting traffic flow. A detour route is available over the FAS route. Increased traffic on this route would cause short-term traffic congestion. Utility lines supported by the bridge would require continual support during construction. This support can be provided by scaffolding. The city of Lake Oswego would be responsible for maintaining the utility lines. Closure of the roadway due to construction is estimated to require a minimum of three to four months' time.

BASIS FOR NEGATIVE DECLARATION

It is apparent that restricted traffic flow on McVey Avenue will continue to congest traffic and provide unsafe driving conditions over Lake Oswego Outlet Bridge.

None of the adverse effects of the construction work would be more than temporary in nature, and traffic flow and safety would be improved as a result of the proposed project.

This project is of a type that is exempt from A-95 State Clearinghouse review.

In conclusion, the Oregon State Highway Division feels that this project does not constitute a major action, as defined in Federal Highway Administration Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the social or natural environment.

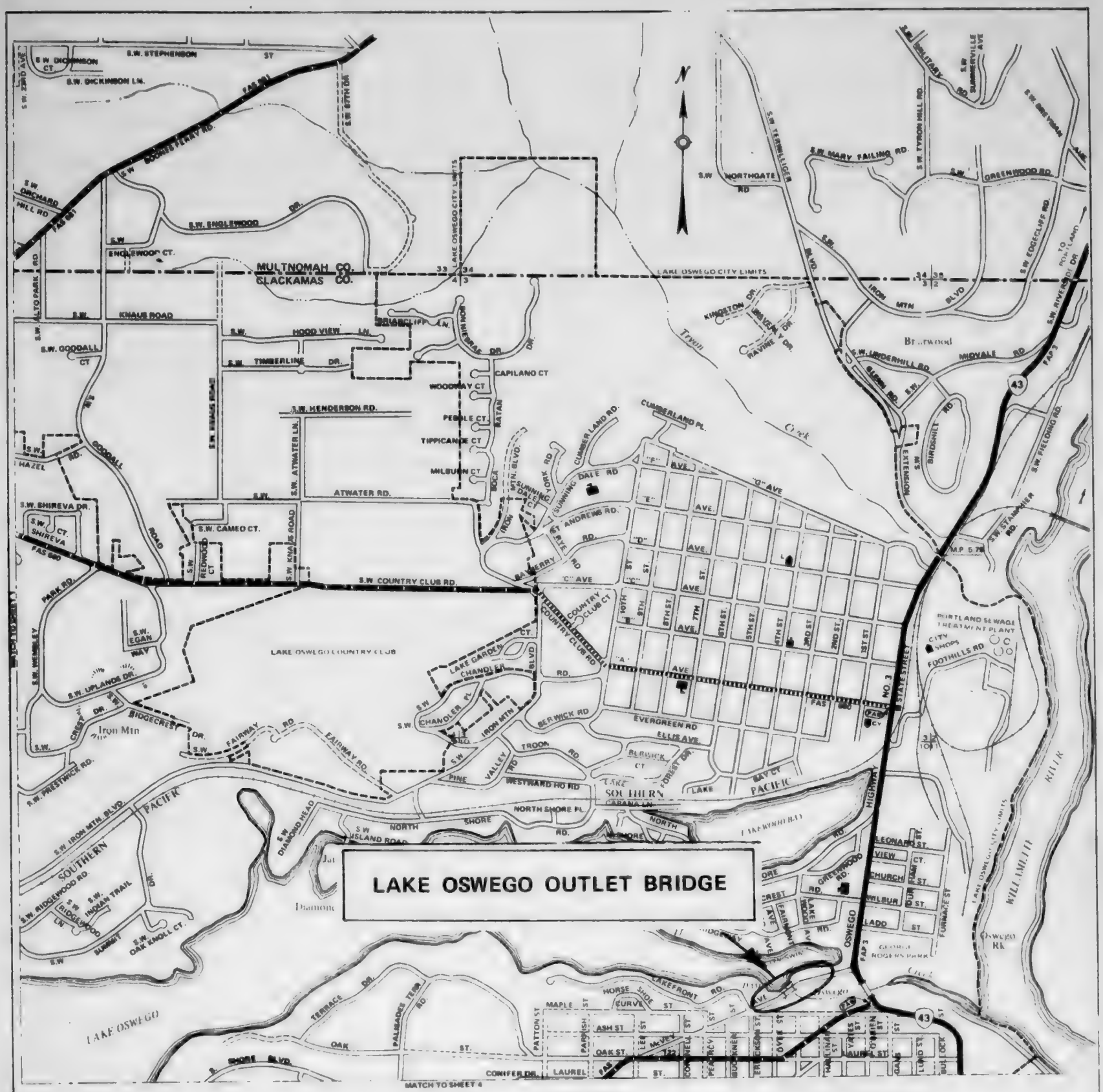
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date DEC 11 1974
Division Engineer

MH:cb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
Victor D. Wolfe
L. W. Rulien
Ed Hardt



LAKE OSWEGO

CLACKAMAS & MULTNOMAH COUNTIES, OREGON

PREPARED BY THE OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE US DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Population 14,573

Scale in Feet

SHEET ARRANGEMENT

1	2
3	4

SHEET 2 OF 4 SHEETS

Revised January 1971

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

8214

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 16, 1974

RECEIVED
AUG 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Marlin J. DeHaas
Department of Public Works
City of Lake Oswego
Lake Oswego, OR 97034

NOTED
E. S. HUNTER

Dear Mr. DeHaas:

Lake Oswego Outlet Bridge

In 1970 Congress added a section to existing highway legislation calling for a special fund for the replacement of obsolete and deficient bridges. Your existing bridge over the outlet from Lake Oswego is number 10 on the current list of eligible structures for replacement under this program. Unfortunately, the funding under the special bridge replacement program is limited in amount and varies in any fiscal year. For fiscal year 1974, Oregon's allocation is only $154,000.

I believe you should consider proceeding with the survey work and design of a replacement structure for the Lake Oswego outlet crossing. The Oregon allotment in the future may be increased or unobligated funds from other states may become available. A project stands a better change of selection from the eligible list if it has advanced through the design stage, ready for contract.

I will try to make a field inspection of the existing bridge in early September. We will then furnish you with a reconnaissance-type plan and estimate for a replacement structure for use in future planing. One thing that should be noted is that the federal share of funds under the bridge replacement program is limited to 75 percent of the project cost.

If you have any questions, just give me a call.

Very truly yours,

HAR

Walter J. Hart
Bridge Engineer

WJH:dh
cc E. S. Hunter
H. S. Cox
John H. Wood

8284

45

February 25, 1974

Mr. W. J. Wilkes
Chief, Bridge Division
Federal Highway Administration
Nassif Building, 400 7th St. S.W.
Washington, D. C. 20590

Attention: Mr. Stan Gordon

Dear Sir:

Enclosed are applications for the Special Bridge Replacement Program, on computer cards, for two bridges.

A review of our recently completed inspections and load ratings indicates that these two additional structures merit replacement consideration. Please add these applications to those currently on file. Structure No. 6070 is on the TOPICS Type II System in the city of Lake Oswego, and Structure No. 2478 is on the Coast Highway in the city of Coos Bay.

Very truly yours,

for H. S. Coulter
Assistant State Highway Engineer

Enc.

JJG:cc ia

bc F. B. Klaboe
A. E. Johnson
W. J. Hart
D. H. Moehring
H. S. Cox
H. A. Schell, FHWA

FORM E-88 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 22, 1974

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Application for Special Bridge Replacement Program

Recent inspections and information from the Bridge Design Section indicates that the following two bridges should be added to our Special Bridge Replacement Program.

Mr. Hunter promised in a letter to the City of Lake Oswego, in January of this year, that the McVey Bridge, Bridge No. 6070, would be given consideration. The Bridge Section now finds it necessary to place a load restriction on the Coalbank Slough structure which makes it imperative that we consider all sources of funding to replace that structure as soon as practical.

James J. Gix
Bridge & Sign Maintenance Engineer

JJG:cjc

Attachment

FEB 22 1974

Office of
Assistant State Highway Engineer

ER
ED
AG
TA

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 16, 1974

Mr. Marlin J. Dellaas
Director of Public Works
City of Lake Oswego
City Hall
Lake Oswego, Oregon 97034

Dear Marlin:

W. O. 4426
McVey Bridge Replacement

McVey Avenue is a part of the Federal Aid Primary Type II (TOPICS) System. Therefore, the bridge over Oswego Creek is eligible for the Federal Aid Special Bridge Replacement Program. This program is funded on a 75 percent Federal and 25 percent local basis. Paper work is now being completed to place the bridge on this program.

Another source of financing would be the Federal Aid Urban System. However, in order for the bridge to be eligible for these funds McVey Avenue will have to be changed to an FAUS route and this will not be determined for some time. This program is funded on a 78.15 percent Federal and 21.85 percent local basis.

There does not appear to be any other Federal or State financing available for this project and due to the delay in selection of the FAU system, I recommend we continue our efforts in obtaining Special Bridge Replacement money. We will keep you posted on our progress.

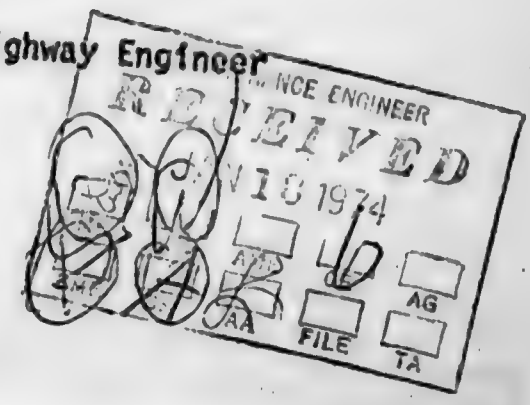
Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

RB:ljt/ESH:jf
bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
W. J. Hart
H. S. Cox
L. H. Young
L. W. Rullen
J. J. Gix - w/photos from the City

1-24-74 mp



33

McVey Br

City of Lake Oswego

January 2, 1974

RECEIVED
COUNTY & CITY SECTION
JAN 14 1974
☑ ENGR. ☐ C.O.R. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: W.O. 4426 - McVey Bridge Reconstruction

Dear Ed:

Sometime ago we became aware of new federal regulations establishing mandatory bridge inspection procedures. As our resources available to make the required inspections were rather limited, other than on a consulting basis, the Clackamas County Department of Public Works was contacted and subsequently agreed to include the City of Lake Oswego's bridges in their inspection program.

Through inspection we have discovered the McVey Bridge must be replaced as soon as possible. We are contacting your office at this point in search of any possible funding which may be available to assist in replacement of this structure.

The attached vicinity map shows the location of McVey Bridge as being on the route which directly connects I-205 with the City of Lake Oswego and the Oswego Highway (Oregon 43). Also attached are several photographs which indicate the general condition of the structure.

A recap of the inspection report can be stated as follows: "Rot and carpenter ants have damaged several caps, piles and mud sills. A temporary bent supports the west end where backwall has failed due to rotted caps and piles. This is basically an intolerable situation and requires the highest priority for replacement. The bridge should be posted for passenger cars only with a 15 m.p.h. speed limit to replace the current limit of 15 tons. Several stringers have been damaged by carpenter ants and rot. These are untreated fir stringers."

1-11-74
Ed Cox R/d phone
Ed N

RECEIVED
JAN 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

City Hall • 348 N. State Street • Lake Oswego, Oregon 97034 • Telephone — 636-3601

Because of the gravity of the situation, we have posted the bridge with a 10-ton load limit and 15 m.p.h. for trucks and buses. Tri-Met and school buses have been rerputed.

At present, we have notknowledge of any available funds to assist replacement. Clackamas County has no jurisdiction, and we are not aware of any process which could tranfer jurisdiction to the County. If no funding assistance is found, it appears the City's source of financing would have to come from a bond issue.

We are appealing to your office to determine whether the 1973 Federal Highway Act makes funds available for this type of project, or if there are any other State or Federal programs which would offer financial assistance.

Yours truly,

Marlin J. De Haas

MARLIN J. DE HAAS, P.E.
Director of Public Works

md

cc: W.O. 4426
Clackamas County DPW
County-City Relations,
Oregon State Highway Division

McVEY BRIDGE

A.D.T.
#1 = 8840
#2 = 1170

TO I-205

T.1.2S.,R.1E.WM

8285 Hubbard Intchge.(Southbound 1975
O'Xing Str.)Sec. Pac. Hwy.
(Paving)

8215

AIE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-176		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas
MODIFICATION NUMBER 2	5-14-76	Project Number I-5-5(67)283

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 18, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 20,033	$ 20,033
Federal funds	$ 18,486	$ 20,033
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed September 18, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $1,547.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. S. Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Administrator)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

6215

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-89		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas
MODIFICATION NUMBER 1	5-14-76	Project Number I-5-5(67)283

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 18, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 19,591	$ 20,033
Federal funds	$ 18,078	$ 18,486
Other revisions		

This modification is made for the following reasons:

To include approved State force work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
G. L. Green *(Division Administrator)*

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 695-313

Oregon State Highway Division
Salem, Oregon, May 10, 1976

Federal-aid Project
No. I-5-5(67)283

HUBBARD INTERCHANGE (S. BND. O'XING STR.)
PACIFIC HIGHWAY
CLACKAMAS COUNTY

Revised Project Agreement Estimate.

Type Code X221
Deck Seal (Sta. "LS" 620+19 to Sta. "LS" 622+58)

Temporary Protection and Direction of Traffic	All Required		$ 2,250.00
Temporary Signs	210 sq.ft.	8.00	1,680.00
Temporary Plastic Safety Markers	3 only	60.00	180.00
Flagmen	100 hours	10.00	1,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Class "E" Asphalt Concrete	95 tons	35.00	3,325.00
Asbestos Fiber Asphalt Concrete	95 tons	45.00	4,275.00
			$17,710.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 100.00
SFO #1, Install Traffic Marker Buttons	All Required	402.00
		$ 502.00
	Subtotal	$18,212.00
	Engineering	1,821.00
	Total	$20,033.00

Length of Structure - - - - - 0.045 Mile

Federal Funds - - - - -

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-11c	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-8-75	Form Approved; O.M.B. No. 04-R2089 STATE: Oregon COUNTY: Clackamas PROJECT NO.: I-5-5(67)283

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, 0.8 mi. S. of Willamette River (Wilsonville Br.), S.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	8-7-75	0.045

FUNDS Pro-rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 19,591	$ 18,078

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
G. L. Green

Date executed by Division Engineer SEP 18 1975

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

General Files

Oregon State Highway Division
Salem, Oregon, September 15, 1975

Federal-Aid Project
No. I-5-(67)283

Hubbard Interchange (S. Bnd. O'Xing Str.)
Pacific Highway
Clackamas County

Project Agreement Estimate.

Type Code X221
Deck Seal (Sta. "LS" 620+19 to Sta. "LS" 622+58)

Temporary Protection and Direction of Traffic	All Required		$ 2,250.00
Temporary Signs	210 sq.ft.	8.00	1,680.00
Temporary Plastic Safety Markers	3 only	60.00	180.00
Flagmen	100 hours	10.00	1,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Class "E" Asphalt Concrete	95 ton	35.00	3,325.00
Asbestos Fiber Asphalt Concrete	95 ton	45.00	4,275.00
			$17,710.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 100.00
	Subtotal	$17,810.00
	Engineering	1,781.00
	Total	$19,591.00

Length of Structure - - - 0.045 mile

Retained in Program

Sequential Arrow Equipment for Traffic Direction (S.F.)	All Required	$ 2,500.00
	Engineering	250.00
	Total	$ 2,750.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Deck Seal	$19,591.00	$18,078.00	$1,513.00
Retained in Program	2,750.00	2,537.00	213.00
Total	$22,341.00	$20,615.00	$1,726.00

Group 1 - 100%

Contract No. 8285

Prefix No. 603-1042

8285

B

January 22, 1976

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Gentlemen:

On January 20, 1976, we wrote to you concerning release of final payment on Contract No. 8285 awarded to Columbia West Materials and Constructors, Inc. for work on the Hubbard Interchange (Southbound O'Xing Str.) Section of the Pacific Highway in Clackamas County.

Final payment on this contract is $877.03 and the total contract amount is $17,344.90. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Columbia West Materials
and Constructors, Inc.
P. O. Box 488
Longview, WA 98632

Employers Mutual Liability
Ins. Co. of Wisconsin
2000 Westwood Drive
Wausau, Wisconsin 54401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8285

15

October 15, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-5 (67)283

SUBJECT Request Contract Acceptance

Contract 8285, Work Completed October 3, 1975

Project Hubbard Interchange (S.Bd. O'Xing Str.)

Highway Pacific

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date _____

G. L. Green
Division Adm.

RDC:md

cc: F. B. Klaboe
C. T. Keasey
R. D. Church

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Supplemental Order No. 1

Project Name Hubbard Interchange (S. Bd. O'xing Struct.) Date October 10, 1975

Highway Pacific I-5 Contract No. 8285 F. A. Project No. I-5-5(67)283

County Clackamas Prefix 603-1042 Account No. 278

Description of Work To Be Done:

Install traffic marker buttons.

APPROVED EFFECTIVE DATE 10/8/75
Contingent upon modification of project agreement if additional funds are required.
BY C R Burghardt
TITLE Engineering Coordinator
DATE 10/8/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Sta "L^{S}" 619+50 to Sta. "L^{S}" 623+00

Estimate of Quantities and Costs:

Labor	$ 240.00
Equipment	32.00
Materials	130.00
Total =	$ 402.00

Explanation:

Replace traffic marker buttons destroyed by removal and replacement of structure deck seal and surfacing.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 23,254.95
Present estimate of project cost, including $ 402.00 for work under this order	$ 23,254.95
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0%

Space to right of this line is for use of Salem Office

Submitted by: C. V. Lehman — Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Construction Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

8285

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hubbard Interchange (S.B. O'xing Structure)		WEEK ENDING: October 4, 1975
		SECTION PREFIX: 603-1042
HIGHWAY: Pacific (I-5)		COUNTY: Clackamas
NAME OF JOB: Hubbard Intchg. (S.B. O'xing Str.)	KIND OF WORK: Paving	
CONTRACTOR: Columbia West Mat. & Constructors	CONTRACT NUMBER: 8285	FEDERAL AID PROJECT NUMBER: I-5-5(67)283
DATE OF CONTRACT: September 5, 1975	DATE WORK STARTED: September 30, 1975	ESTIMATED COMPLETION DATE: October 6, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 11 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 23,254.95	SPECIFIED COMPLETION DATE: October 10, 1975	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 21,223.95	ENGINEERING AUTHORIZATION $ 2,031.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,223.95	ENGINEERING COST TO DATE $ 709.15	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 35 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					.045
MILES PARTIALLY COMPLETED					.045
MILES COMPLETED					.045
TOTAL ESTIMATED QUANTITIES (CONTRACT)					190 Tons
TOTAL QUANTITIES CORRECTED TO DATE					206 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					206 Tons
AVERAGE DAILY QUANTITIES					51.5 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:
1 Track Loader
1 Rubber tired Loader
1 Paver
1 Roller
1 Power Broom
1 Compressor and Jackhammer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
OCT 7 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Contractor delivered signs to project.
TUESDAY	Contractor removed A.C. and Koppers Membrane from east half of structure and placed Asbestos fiber membrane.
WEDNESDAY	Contractor repaired Asbestos fiber membrane and placed Class "E" A.C. wearing course.
THURSDAY	Contractor removed west half of existing A.C. and Koppers membrane and placed Asbestos fiber membrane.
FRIDAY	Contractor paved class "E" A.C. wearing course on west half of deck and did some clean-up.
SATURDAY	No work today.

REMARKS

The following people were on job this week:

Al Harwood	OSHD	Bill Bangert	OSHD
G.W. Wimer	OSHD	John Jenkins	OSHD
C.O. Fredrickson	OSHD		
Jim Wilson	OSHD		
Glenn Boyle	OSHD		
Gordon Beecroft	OSHD		
Bill Quinn	OSHD		
Mr. Shell	FHWA		
Mr. Nichols	FHWA		

SIGNED C.V. Lehman LOCATION 2111 Front St. N.E. Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8285

I-5

FORM 81-7 (4-70) 10-10

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310
August 26, 1975

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Asbestos Fiber Asphalt Concrete Membrane; Hubbard Interchange (Southbound O'xing. Structure)

TO: Mr. C. O. Fredrickson
Regional Engineer

Enclosed is a copy of recent correspondence from a Johns-Manville Corporation representative, Mr. M. Leman, regarding the asbestos fiber asphalt concrete planned for use on the Hubbard Interchange structure. It looks like our specification is near their preferred limits, except that our asphalt content is on the low side. We can look into this when we design the mix.

A copy of our specification for the membrane mix has been mailed to Mr. M. Leman. He has indicated by telephone that our specifications look to be satisfactory except we may need to raise our laydown temperature to nearer their recommended 350°F. Also, they have located a supply of asbestos fiber in San Francisco which will be available for use on our project.

JEW:gs

cc: J. H. Versteeg
C. T. Keasey
W. J. Hart
G. W. Beecroft
Cliff Lehman

1 Versteeg ✓
2 A. Olson
3 Terpin
Scott
4 Swenson
R. Olson
Trout

RECEIVED
AUG 27 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To.
Bring Up
Other

Johns-Manville
Sales Corporation

Asbestos Fiber

Greenwood Plaza
Denver, Colorado 80217
(303) 770-1000

RECEIVED
AUG 25 1975
MATERIALS DIVISION
OFFICE

August 22, 1975

Mr. Jim Wilson
Materials Engineer
Oregon Department of Transportation
State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Wilson:

After a silent period it was a welcome surprise to learn the Oregon Department of Transportation will place the "hot mix membrane" this year in the Portland area. It is also fortunate we can modify the specifications because the present limits would be unable to provide the desired impermeability and effectiveness.

Please consider adopting the attached suggested specifications as they are based on our extensive experience with asbestos-asphalt. Also, enclosed is a copy of the notification letter sent to your chief engineer, however, as we discussed this royalty can be waived on this initial project in Oregon during 1975.

If we understand the situation, the Hot Mix Membrane project is presently under contract. The specifications must be modified and the fiber must be received in Portland. Asbestos is in a tight supply situation. An optomistic estimate for arrival in Portland is late September, a more realistic estimate is the second week in October. We will do our best in this regard. We should be able to determine the situation next week, the last week in August.

The J-M system is gaining acceptance. In Illinois D.O.T., for example, other systems once acceptable, have proven puncture susceptible. After continued modification to prevent puncture they are still being evaluated in Illinois. The J-M system, however, is approved.

Many membranes claim the ability to provide an impermeable system, but field installations of a truly impermeable system

over an entire deck are difficult. We believe, however, that our materials do approach a foolproof construction procedure when reasonable precautions are taken.

The asbestos-asphalt wearing course is another reasonable precaution to assure the waterproofing system functions satisfactorily. After spending substantial amounts of money to repair and prepare a deck, apply a membrane system, we recommend you use this quality wearing course. We expect you will recognize that this is a special application and requires the best. Our best results are achieved with this combination.

We trust you will send us the revised specification for Oregon's project with the job mix description and information. We are confident with lead time and your help we can complete a "hot mix membrane" project this year.

Very truly yours,

Miguel C. Leman
Staff Engineer
Asbestos Fiber Sales

Enclosures:

PATENT LICENSE AGREEMENT

THIS AGREEMENT, made as of the _____ day of _____, 1975, by and between JOHNS-MANVILLE CORPORATION, a New York Corporation, having a place of business at Greenwood Plaza, Denver, Colorado 80217 (hereinafter referred to as "JM"); and _____, having a place of business at _____ (hereinafter referred to as "LICENSEE");

WITNESSETH:

WHEREAS, JM is the owner of the entire right, title and interest in and to United States Letters Patent No. 3,870,426 (hereinafter referred to as "Licensed Patent"); and is willing to grant to LICENSEE a nonexclusive, nontransferable license to practice the inventions of the Licensed Patent in the manufacture, use and sale of Licensed Products; and

WHEREAS, LICENSEE desires to secure such a license to practice the inventions of the Licensed Patent;

NOW, THEREFORE, JM and LICENSEE have agreed and do hereby agree as follows:

ARTICLE I

Definitions

Whenever used in this Agreement, unless otherwise clearly indicated by the context, the terms quoted below shall have the meaning ascribed to them in this ARTICLE I.

1. "Claim" shall mean a patent claim which has not been disclaimed or cancelled. In the event any Claim of the Licensed Patent shall be held invalid or not infringed by a court of competent jurisdiction in a final decision from which no appeal is or can be taken or certiorari granted, then, for purposes of this Agreement, effective as of the date of such final decision, any such Claim held invalid shall be considered cancelled from the Licensed Patent and any such Claim held not infringed shall be considered accordingly limited in scope.

2. For the period beginning on the Date of this Agreement and continuing throughout the term of this Agreement, "Licensed Products" shall mean products falling within the scope of one or more Claims of the Licensed Patent, or produced through the use of a method falling within the scope of one or more of such Claims.

3. "Date of this Agreement" shall mean the date specified in the first sentence on page 1 of this Agreement.

ARTICLE II

Rights Granted

1. JM hereby grants to LICENSEE, subject to the terms, covenants, conditions and limitations set forth in this Agreement, a nonexclusive, nontransferable license to utilize the inventions of the Licensed Patent in the manufacture, use and sale of Licensed Products.

2. The license herein granted may not be sublicensed by LICENSEE.

3. The license herein granted conveys no right to LICENSEE to use or to register any trademarks or trade names of JM, or to use the name of JM in any manner whatsoever in connection with the use or sale of Licensed Products. Nothing in this Agreement shall be construed as conveying to LICENSEE, either expressly or by implication, any right under any Letters Patent of JM other than the Licensed Patent.

4. LICENSEE shall have the right to have Licensed Products manufactured for it by subcontractors without the prior written consent of JM.

5. No warranty or indemnity, express or implied, is made by JM to LICENSEE regarding infringement or noninfringement of patent or other proprietary rights of third parties.

ARTICLE III

Payments, Records and Reports

1. As consideration for the right to use the inventions of the Licensed Patent, LICENSEE shall pay to JM, for Licensed Products produced and used or sold by or for LICENSEE, a royalty which shall be computed at the rate of Five Dollars ($5.00) per each short ton of Licensed Products.

The aforesaid royalty rate may be increased by JM upon ninety (90) days prior written notice to LICENSEE of such increase provided that such increase shall not apply to any Licensed Products produced and used or sold by or for LICENSEE under contracts of LICENSEE either in existence or bid as of the date of such notice.

2. LICENSEE shall keep complete and accurate records and books of account containing all information required for the computation and verification of the amounts to be paid hereunder. LICENSEE further agrees, at the request of JM, to permit one or more accountants selected by JM, except one to whom LICENSEE has some reasonable objection, to have access during ordinary business hours to such records as may be necessary to audit with respect to any payment report period ending prior to such request, the correctness of any report or payement made under this Agreement, or to obtain information as to the payments due for any such period in the case of failure of LICENSEE to report or make payment pursuant to the terms of this Agreement. Such accountant shall not disclose to JM any information relating to the business of LICENSEE except that which is necessary to inform JM of:

(a) the accuracy or inaccuracy of LICENSEE's reports and payments,

(b) compliance or noncompliance by LICENSEE with the terms and conditions of this Agreement, and

(c) the extent of any such inaccuracy or noncompliance.

It is understood that should any such accountant discover information indicating inaccuracy in any of LICENSEE's payments or noncompliance by LICENSEE with any of such terms and conditions, he shall have the right to make and retain copies (including photocopies) of any pertinent portions of the records and books of account.

3. On or before the 30th day of each January, April, July and

October throughout the term of this Agreement, and on or before the last day of the month next following the month which includes the effective date of the cancellation, expiration or other termination of this Agreement, LICENSEE shall deliver to JM a written statement of account, addressed to Johns-Manville Corporation, Licensing Department, P.O. Box 5723, Greenwood Plaza, Denver, Colorado 80217, or such other address as JM may from time to time specify, showing the number of short tons of the various types of Licensed Products produced and used and sold by or for LICENSEE during the preceding three (3) month period or portion thereof, said statement of account to be accompanied by full payment for the full amount of royalties, calculated in accordance with Section I of this ARTICLE III, payable by LICENSEE to JM.

ARTICLE IV

Cancellation, Expiration and Termination of This Agreement

1. Unless this Agreement is cancelled or otherwise terminated earlier as provided herein, the term of this Agreement shall begin on the Date of this Agreement and shall expire upon the expiration of the Licensed Patent.

2. LICENSEE may terminate this Agreement and thereby relinquish its right and license as to any one or more or all of the Licensed Patents, or any one or more or all of the Claims thereof at any time after having given sixty (60) days prior written notice to JM of LICENSEE's intention so to terminate.

3. Each party shall have the option to terminate this Agreement at any time hereafter in the event of default by the other party in the due observance or performance of any covenant, condition or limitation herein required to be observed and performed by the other party, but only if the other party shall not have remedied its default within thirty (30) days after receipt of written notice of such default. Failure by either party to exercise any of its rights under this Section 3 shall not constitute or be construed as a condonation of any default by the other party or a waiver of any of the party's rights or remedies under this Agreement or under applicable law.

4. Unless otherwise specifically provided, all rights and obligations of JM and LICENSEE hereunder shall remain in effect throughout the term of this Agreement, and it is understood and agreed that cancellation, expiration or other termination of this Agreement shall not relieve either party of any obligation arising under this Agreement which shall have accrued prior to such cancellation, expiration or other termination, but the right and license granted to LICENSEE under ARTICLE II, above, shall thereby be revoked, except in the case of any right and license granted herein which shall have been fully paid up by LICENSEE as of the time of such cancellation, expiration or termination.

ARTICLE V

Notices

Any notice required or permitted by this Agreement to be given by either party to the other shall be in writing and shall be considered served when received by the party to whom such notice is directed at its post office address which at the present time in the case of JM is Greenwood Plaza, Denver, Colorado 80217, and in the case of LICENSEE is the address set forth on page 1 of this Agreement. Either party, may by suitable notice to the other party, change its post office address to which notices hereunder are to be directed.

ARTICLE VI

Miscellaneous

1. All Article captions or titles are inserted for ready reference only and are without contractual significance or effect.

2. Excepting written agreements concurrently or hereafter made between the parties hereto, this writing constitutes the entire Agreement between the parties hereto relating to the Licensed Patent and the Licensed Products, and there are no understandings, representations or warranties of any kind except as expressly set forth herein.

IN WITNESS WHEREOF, JM and LICENSEE have each caused this Agreement to be duly signed and sealed and delivered to the other party.

JOHNS-MANVILLE CORPORATION

By _____
Vice President

ATTEST:

_____
Secretary

LICENSEE

By _____
Title

ATTEST:

_____
Secretary

PATENT NOTICE
TO BE INCLUDED IN SPECIFICATIONS

The "hot mix membrane" and its use to protect pavement is patented, U.S. Patent No. 3,870,426. A license to practice under this Patent at a royalty rate of $5.00/ton of placed "hot mix membrane" may be obtained by contacting Johns-Manville Corporation, Licensing & Technology Transfer Department, Greenwood Plaza, Denver, Colorado 80217.

In making the bid, a royalty fee of $5.00/ton of placed "hot mix membrane" should be included in calculating the cost of the "hot mix membrane".

GUIDELINES FOR PLACING THE JM MEMBRANE

IMPORTANT for GOOD PLACEABILITY

1. Use of 70-100 pen. asphalt (A.C. 10) in the membrane mix.

2. Sanding of the membrane mat before rolling.

3. Start mat thickness at 3/4 in. and lower (heated) screed to find the min. (average) thickness allowed by the deck profile without skips forming in the mat. Same for paver speed adjustment.

TO BE AVOIDED (for any type of impermeable membrane)

1. Contamination of concrete deck with solvents; primary cleaning solvents remaining in the tack coat tank or truck used to transport the membrane mix. Also drippage from shovels dipped in cleaner buckets.

   These solvents trapped under a membrane will cause recurring pavement blisters in warm weather.

2. Excessive tack coat layers. (A thinned emulsion applied as a fog coat is sufficient.)

3. Raking or excessive hand work.

COMMENTS

The membrane interlayer forms a continuous impermeable sheet only after it is covered by the hot wearing course and rolled. Excessive rolling directly on the membrane is superfluous.

Blisters in the membrane before it cools below 200F are normal and to be expected. They are caused by roller water trapped under the membrane and demonstrate impermeability. This water vapor cannot cause recurring blisters unless an excessive tack coat prevents it from being absorbed into the concrete deck.

For the same reason, sheet metal forms left in place after new concrete is poured should not be sealed at the joints, so that the concrete can breath with changes in temperature or humidity.

JHKietzman/Attachment

HOT MIX MEMBRANE

SPECIAL SPECIFICATIONS

ASBESTOS-ASPHALT MEMBRANE PAVEMENT

1. DESCRIPTION: Patent #3,870,426 (See basis of payment section)

1.01 This specification covers materials and construction details for constructing a thin impermeable membrane course for use in waterproofing bridge decks prior to placement of the wearing course.

1.02 Work performed under this item shall consist of constructing a thin impermeable membrane course beneath an asphalt concrete wearing course in accordance to the lines, grades, width, and depth shown on the drawings and as specified. The mixture specified below shall be placed directly on a cleaned and tack coated bridge deck surface by standard paving equipment and procedures.

2. MATERIALS:

2.01 Tack Coat: The tack coat shall be a rapid setting (RS) emulsion containing an AC-10 or AC-20 grade asphalt cement and water or SS-1h emulsion (meeting AASHO Designation M140-70, Type Slow Setting, Grade SS-1h)

2.02 Asphalt Cement: The preferred asphalt cement grade is AC10, penetration 70 - 100.

2.03 Fine Aggregate Blend: The fine aggregate blend shall consist of a blend of 40 to 60% natural sand, 40 to 60% stone or ~~slag~~, sand, and sufficient approved mineral filler combined to meet the following gradation limits:

Sieve Size	Percent of total aggregate passing
3/8"	100
#4	98-100
#8	80-95
#16	60-88
#30	45-75
#50	28-55
#100	16-40
#200	10-16

The preferred gradation falls near the upper limits at the coarse end and near the lower limit at the fine end.

A sand of angular or semi-angular particle shape (gravel) sand) may be substituted for stone screenings in the blend with rounded natural sand but in no case shall there be more than 60% angular type material (stone, or gravel sand).

ASBESTOS-ASPHALT MEMBRANE PAVEMENT (Cont'd)

(a) Fine Aggregate: The fine aggregate shall include only dense graded crushed stone screenings, natural siliceous sand. Excluded are all mineral aggregates which are inherently porous, such as blast furnace slag, expanded shale, porous limestone and lightweight aggregates.

(b) Mineral Filler: The mineral filler shall consist of limestone dust portland cement, diatomaceous earth, fly ash or other material approved by the engineer. It shall be dry and free from lumps.

(c) Asbestos: Asbestos fiber provided under this specification shall be Chrysotile asbestos, Johns-Manville 7M asbaltic or equivelent as defined below:

Rotap (3) minute procedure):	35% minimum retained on #20 mesh sieve
Wet Wash (QAMA procedure):	20% minimum retained on #200 mesh sieve
Penetration Efficiency Test:	70 to 105 percent

The asbestos shall be packaged in low melt polyethylene bags which can be introduced unopened into the pug mill.

The contractor shall provide a written certificate from the asbestos supplier showing the asbestos supplied under the contract meets the minumum requirements described herein. While stored at the site of the batch plant, the asbestos shall be given suitable protection from water and moisture. Any asbestos which is wet or damp shall be rejected for use.

2.04 Composition of Mastic Membrane Mixture: The paving mixture shall consist of the following proportions:

	% total weight of mix
Aggregate and filler	79.0
Asphalt	15.0 + 1.0%
Asbestos	5.5 + 0.5%

The preferred asphalt content range is 14 to 15% total weight of mix.

ASBESTOS-ASPHALT MEMBRANE PAVEMENT (Cont'd)

CONSTRUCTION REQUIREMENTS:

3.01 Mix Production:

(a) Plant Requirements. The mixing plants shall be of the weight-batching type and be approved by the Engineer.

The storage of hot pavement mixture in bins prior to loading in trucks shall not be permitted.

(b) Mixing: The method employed by the Contractor for introducing asbestos into the pugmill shall be subject to the approval of the Engineer so as to ensure proper distribution of asbestos, and avoid fiber clusters in the mixture, especially when using pressure-packaged asbestos.

The asbestos shall be added to the pugmill after the aggregate and filler.

A minimum of 30 seconds dry mixing of the aggregate shall be required after all of the asbestos has been added to the pugmill.

After addition of asphalt to the pugmill, the complete mixture shall be mixed for a minimum of 45 seconds or as long as necessary for complete coating of aggregate and asbestos fibers.

The aggregate shall be heated to the temperature (normally 400° to 450° F.) required to achieve a final mix temperature of 350 ± 25° F.

3.02 Conditioning of Existing Surface: The bridge surface shall be prepared by removing all dust, dirt, grit, and other surface debris by sweeping or vacuum cleaning. Holes or rough areas greater than 1/4 inch in depth shall be brought up to the elevation of the surrounding areas before paving by hand application and tamping of the membrane pavement mixture taken from the truck. Those greater than 1/2 inch shall be repaired with an approved concrete repair material.

ASBESTOS-ASPHALT MEMBRANE PAVEMENT (cont'd)

3.03 Tack Coat: Prior to paving, a tack coat of RS emulsion containing AC10 or AC20 grade asphalt and water OR SS-1h emulsion (meeting AASHO Designation M140-70, Type Slow Setting, Grade SS-1h) shall be applied uniformly to the concrete surface by standard spray equipment at a rate to furnish an asphalt residue of 0.05 gal. per sq. yd. minimum to 0.10 gal. per sq. yd. maximum. Complete drying of the emulsion tack coat shall be required. A cut-back, liquid asphalt containing organic solvents shall not be permitted.

A uniform coating of tack coat shall be applied along gutter lines and adjacent to expansion dams, and drains by brush or squeegee.

3.04 Paving Application: Standard paving machines capable of placing sheet asphalt mixes shall be adjusted to place a continuous mat of ~~1/2~~ 5/8 - 3/4" inch nominal thickness. Coverage of the membrane pavement mix shall be minimum of 55 lbs. per sq. yd. or as necessary to give no less than 3/8 inch pavement thickness in any area exceeding one sq. ft. The screed shall be heated at or above the mix temperature to prevent leaning of the membrane.

Do 3/8" initially then if deck surface allows thinner mat - good.

Placement of the membrane pavement at ambient temperatures below 50°F shall not be permitted unless satisfactory placement can be demonstrated at a lower temperature. Any material which is below 325°F at the time of placement shall be rejected.

3.05 Compaction: A steel roller shall be applied to the membrane mat immediately behind the paver as close as allowed by paving operations. Open areas or thin spots in the mat shall be filled by back casting immediately before the roller makes the first pass behind the paver. Areas inaccessible to the paver shall be hand filled. All areas not accessible to rollers shall be compacted immediately by use of small hand rollers or a portable vibratory compactor. Hand tampers shall be used in all other areas.

The membrane mat shall be sanded before the first roller pass, using a coarse dry sand with 75% to 100% passing the No. 8 sieve spread uniformly over the surface with a coverage of approximately 2 to 4 lbs. per sq. yd. Sanding of the mat is necessary to prevent pick up by wheels of the roller, paver or trucks during construction. Sanding also gives a surface texture desirable for temporary road traffic which is often unavoidable.

ASBESTOS-ASPHALT MEMBRANE PAVEMENT (cont'd)

No traffic shall be permitted on the membrane until the surface has been sanded, rolling has been completed, and the membrane mat has cooled sufficiently to prevent displacement. Road traffic shall not be permitted on the membrane mat except as a temporary expedient.

3.07 Paving the Wearing Course Over the Membrane: The asbestos asphalt concrete wearing course shall be applied at the thickness shown on the plans. If application of the wearing course is delayed for more than 48 hours, or if construction traffic creates a visible coating of dust or dirt, a tack shall be applied at a rate of 0.05 gal/sq. yd. Use of a tack coat on top of the membrane pavement shall be subject to the approval of the Engineer.

Temperature of the wearing course mix in the truck immediately before paving shall not fall below 320°F. This temperature is required to reheat the underlying membrane pavement layer to facilitate final compaction of the membrane layer to guarantee impermeability under all placement conditions.

4. METHOD OF MEASUREMENT:

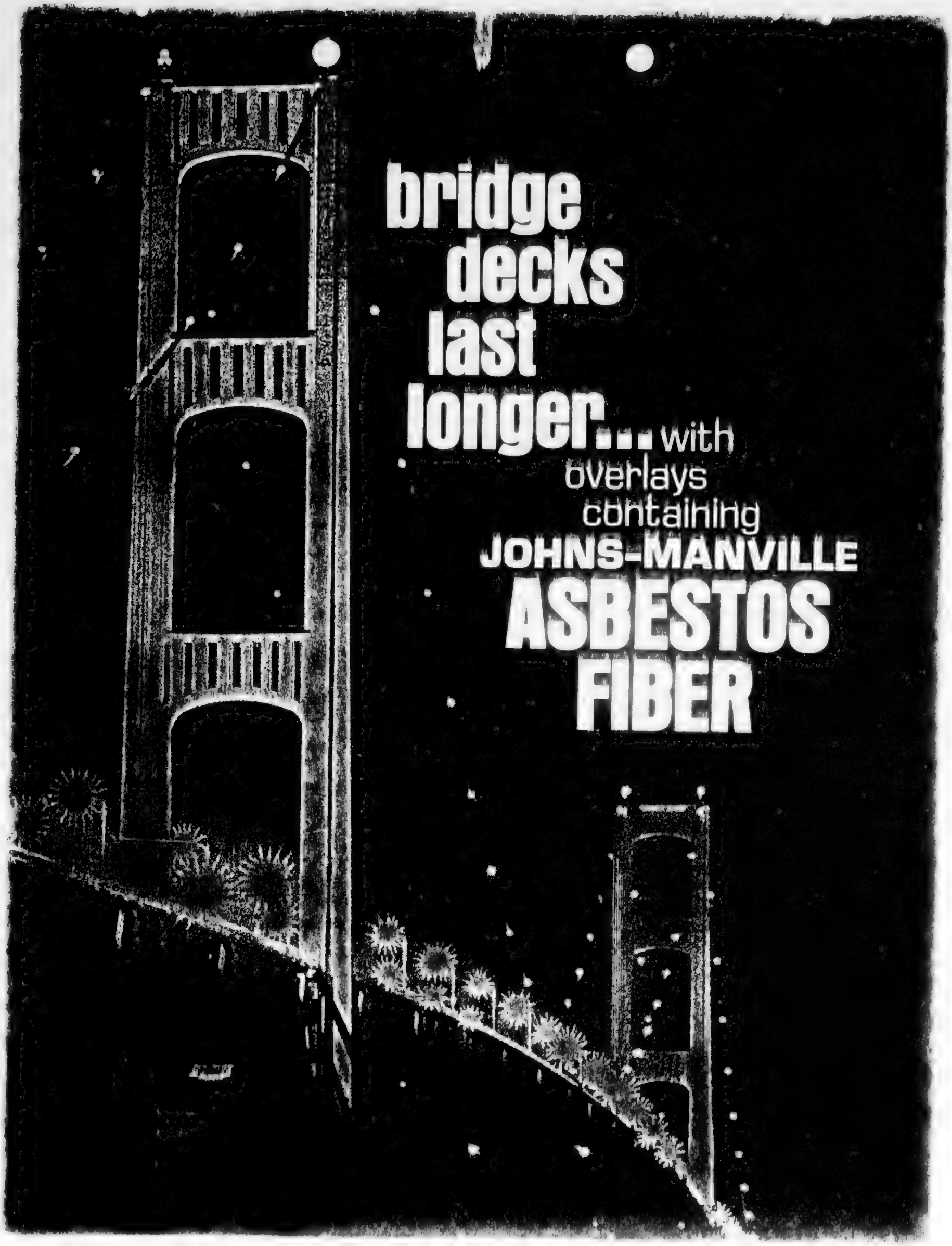
The quantity to be paid for under this item shall be the number of tons of compacted material placed in accordance with the plans and specifications.

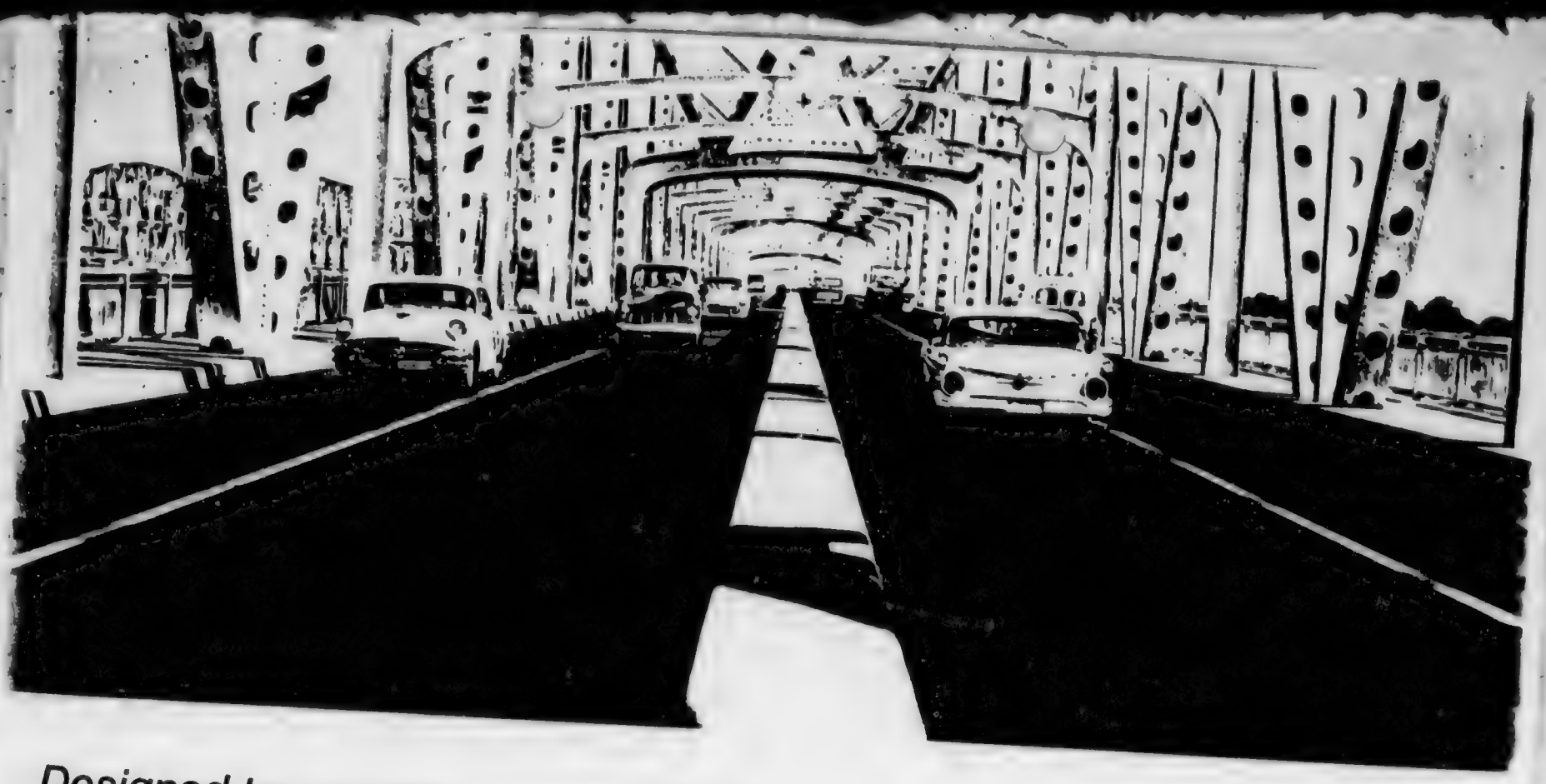
5. BASIS OF PAYMENT:

The unit price bid per ton shall include the cost of furnishing all materials, labor and equipment to satisfactorily complete the work.

The hot mix membrane" and its use to protect pavement is patented, U.S. Patent No. 3,870,426. A license to practice under this Patent at a royalty rate of $5.00/ton of placed "hot mix membrane" may be obtained by contacting Johns-Manville Corporation, Licensing & Technology Transfer Department, Greenwood Plaza, Denver, Colorado 80217.

In making the bid, a royalty fee of $5.00/ton of placed "hot mix membrane" should be included in calculating the cost of the "hot mix membrane".


bridge
decks
last
longer... with
overlays
containing
JOHNS-MANVILLE
ASBESTOS
FIBER



Designed to provide impermeability, durability, stability and riding comfort,
Johns-Manville asbestos/asphalt bridge decks...
RESIST WEAR AND WEATHER BETTER, REQUIRE LESS MAINTENANCE

A widespread problem . . .

Bridge deck maintenance is a serious and chronic problem to highway and municipal authorities. Bridge decks must frequently be resurfaced with asphalt concrete to restore rideability. This is particularly true in colder areas where corrosion from water and de-icing chemicals is of major concern.

Ever-increasing vehicular traffic necessitates, for safety reasons, the speedy removal of ice and snow from public thoroughfares. It is unfortunate that the most economical means of melting ice is the use of de-icing chemicals which are seriously damaging to bridge deck structures. It has been shown that on a number of bridge decks the waterproofing membrane used to protect the deck has actually trapped the water and de-icing chemicals penetrating through the wearing course. Evidence has shown the entrapped water has abetted stripping and delamination of the wearing surface itself.

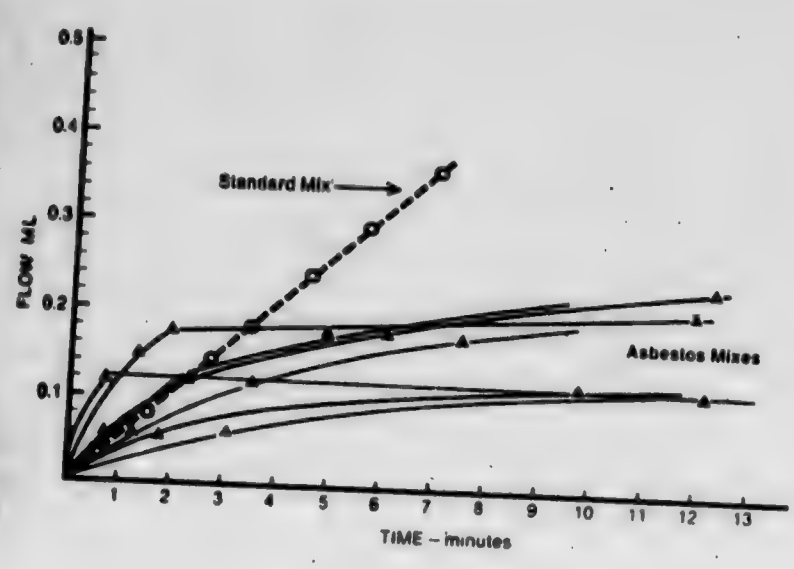
A satisfactory solution . . .

A satisfactory solution depends on the design and installation of the asphalt mix so that the overlay is a completely waterproof wearing course. The overlay should be thin to avoid excessive weight on the structure and should prevent alterations in the drainage pattern. It should also be wear-resistant, impermeable to water penetration, and have good skid resistance. It should have flexibility and flexural fatigue strength as well as stability.

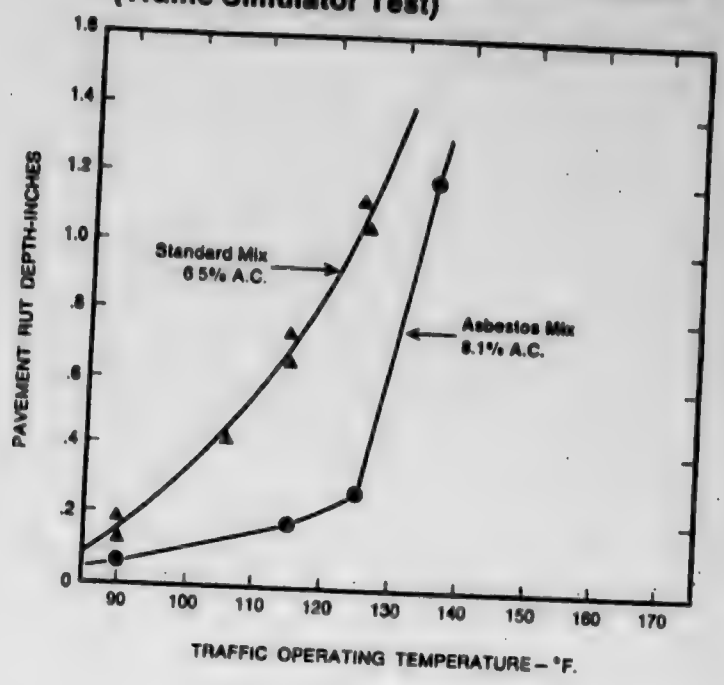
. . . with J-M asbestos fiber

Engineers at the Johns-Manville Research Center, in Manville, N. J., have developed a method of adding asbestos fibers to the asphalt mix which allows substantially more asphalt to be utilized. When this is done with the correct aggregate blend, a watertight pavement is achieved. The asbestos combined with high asphalt content provides additional stability, performance, and, by reducing voids, slows the oxidation hardening rate to increase pavement life. Skid resistance can be improved by careful selection of aggregates and by eliminating those aggregates which polish under traffic. Asbestos fiber bridge deck mixes have been designed utilizing a variety of gradations (see Gradation chart). It is necessary that two aggregates be blended to meet the suggested gradation limits, to aid in securing the densest possible combination of materials and achieve total impermeability. An asbestos fiber content of 2.5-3.0% is normally specified.

Water permeability tests demonstrate superiority of Asbestos/Asphalt Mixes



Performance of Asbestos pavements with % Asphalt increase over standard (Traffic Simulator Test)



Mix Design Tests

Design tests specifically for asbestos/asphalt mixes have been developed by engineers at the Johns-Manville Research Center.

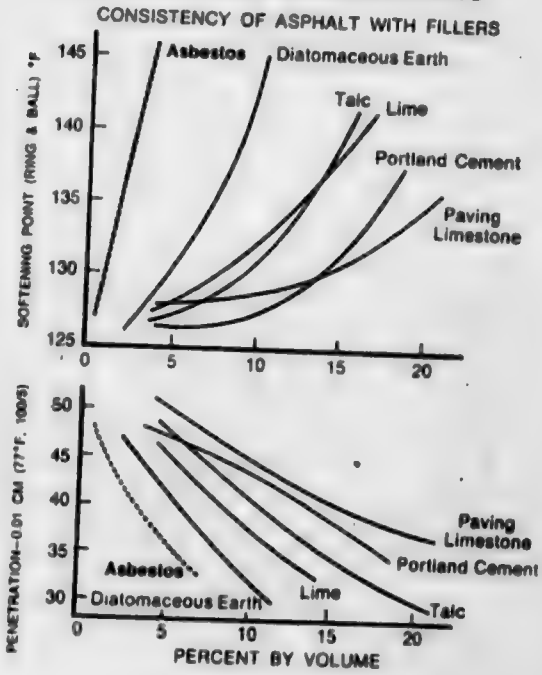
Several steps are usually involved:

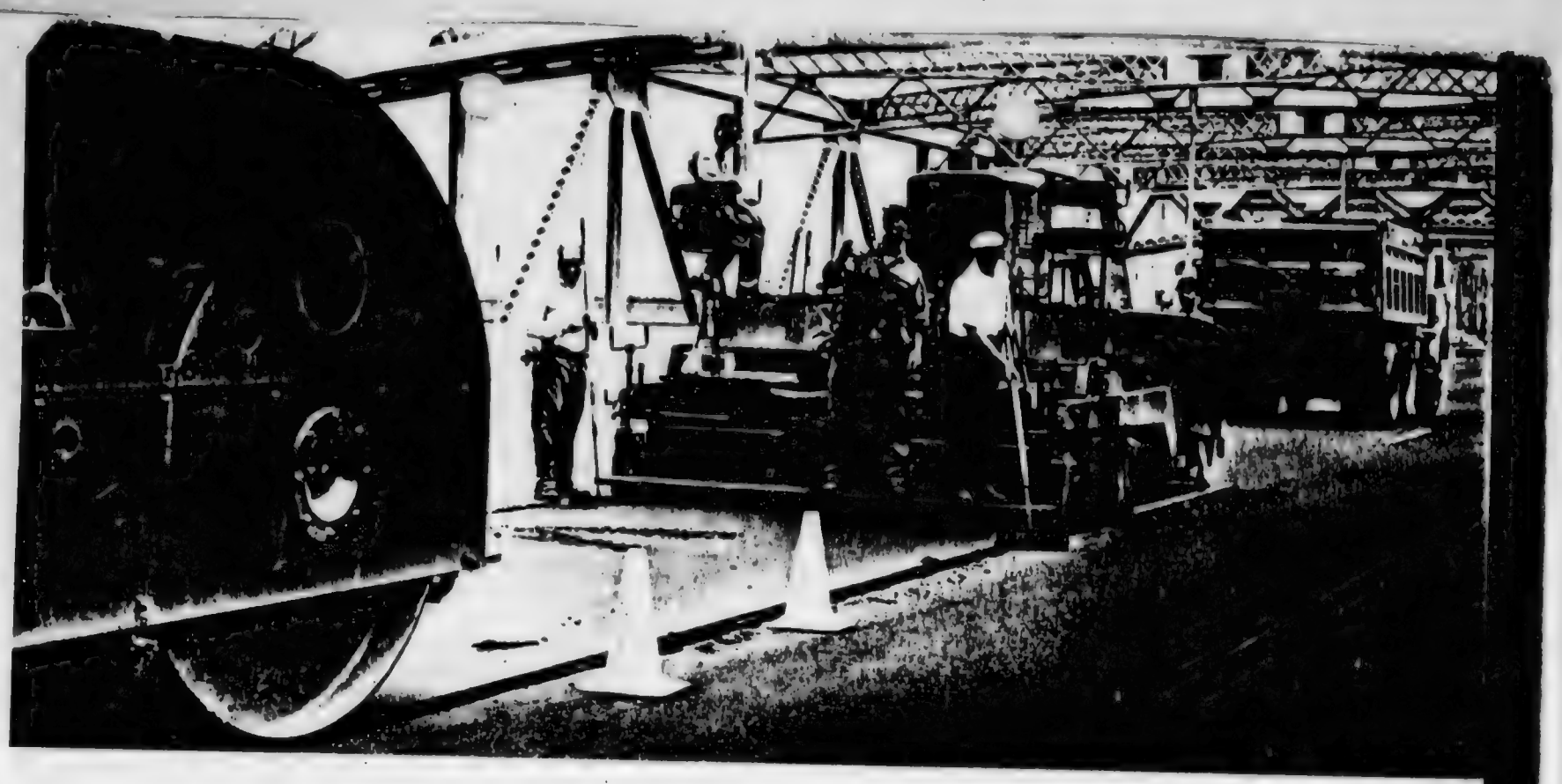
1. Blending of available aggregates to obtain densest possible combination.
2. Addition of sufficient asphalt to cut off capillary interconnection of voids in compacted mixture.
3. Addition of sufficient asbestos to stabilize otherwise excessive asphalt, to change temperature susceptibility properties, and to assure resistance to lateral displacement (rutting & shoving).
4. Perform water permeability tests on 6 inch diameter gyratory compacted samples, at same void content as expected under field conditions. A satisfactory mixture should have 0/ml/min. water penetration under a 20 inch head.
5. Perform repeated impact load tests to measure the resistance to deformation. Under an 85 psi loading, mixes are subjected to continuous impact loadings (20,000 consecutive blows) to insure preservation of stability.

Asbestos/Asphalt Bridge Deck typical gradations

SIEVE SIZE	PERCENT PASSING MIX A	B	C	D
⅝"				100
½"		100	100	90
⅜"	100	99	99	77
4	73	77	84	60
10	54	58	68	40
20	40	48	47	25
40	27	36	38	14
80	12	25	12	8
200	4	4	5	5
Asbestos	2.5	2.5	3.0	4.0
Asphalt	8.5	8.5	9.5	8.7

Asbestos Fiber affects viscosity more than other common fillers





Asbestos fiber helps eliminate these problems...

Random Spalling
with temporary patching installed. Temporary patching has also started to pull out.

De-Icing Chemicals
have completely penetrated to the underside of the bridge deck through the cracks in the concrete.

Spalling of Concrete
has taken place above the reinforcing bars, as well as at intermediate points.

Asbestos/asphalt bridge deck specifications and construction guides...

Construction Procedures

Expansion dams are normally raised to the level of the planned overlay. The existing bridge deck should be inspected and repaired if necessary. Also, any oil drippings or deleterious material should be removed.

A tack and seal coat is applied with all edges of the deck and vertical surfaces receiving a double coat. The single coat application specified usually runs .03 to .05 gal/sq yd.

Asbaltic Asbestos Fiber Specifications

Asbaltic fiber (2.5 to 3.0% by weight) shall be grade 7M (Canadian chrysotile), as measured by the Quebec Standard Screen test. Following is a guaranteed minimum test of grade 7M fiber:

Screen	½ Mesh	4 Mesh	10 Mesh	Pan
7M guaranteed	0	0	1	15

The fiber supplied under this specification shall also meet the following requirements:

Rotap—Test 3 min.	+20 Mesh	35% min
Wet Screen Test	+200 Mesh	20% min
Penetration Efficiency Test		70% min.

The supplier will furnish a Certificate of Compliance stating that the asbestos conforms to specifications.

Handling and Storing Asbaltic Fiber

Adding Asbaltic Fiber to the mix is no different than adding most other fillers. Standard mineral feed systems can be used to measure quantities of asbestos into the weigh-hopper. Due to the fibrous nature of asbestos, it should not be allowed to fill the entire mineral feed bin. Pressure-packed blocks of fiber can be handily cut into any portion desired and added manually through the mixing chamber inspection plate.

Storing and handling asbestos requires only reasonable care. As with other mineral fillers, suitable protection from water, moisture, and weather should be provided. Wet or damp fiber should not be used.

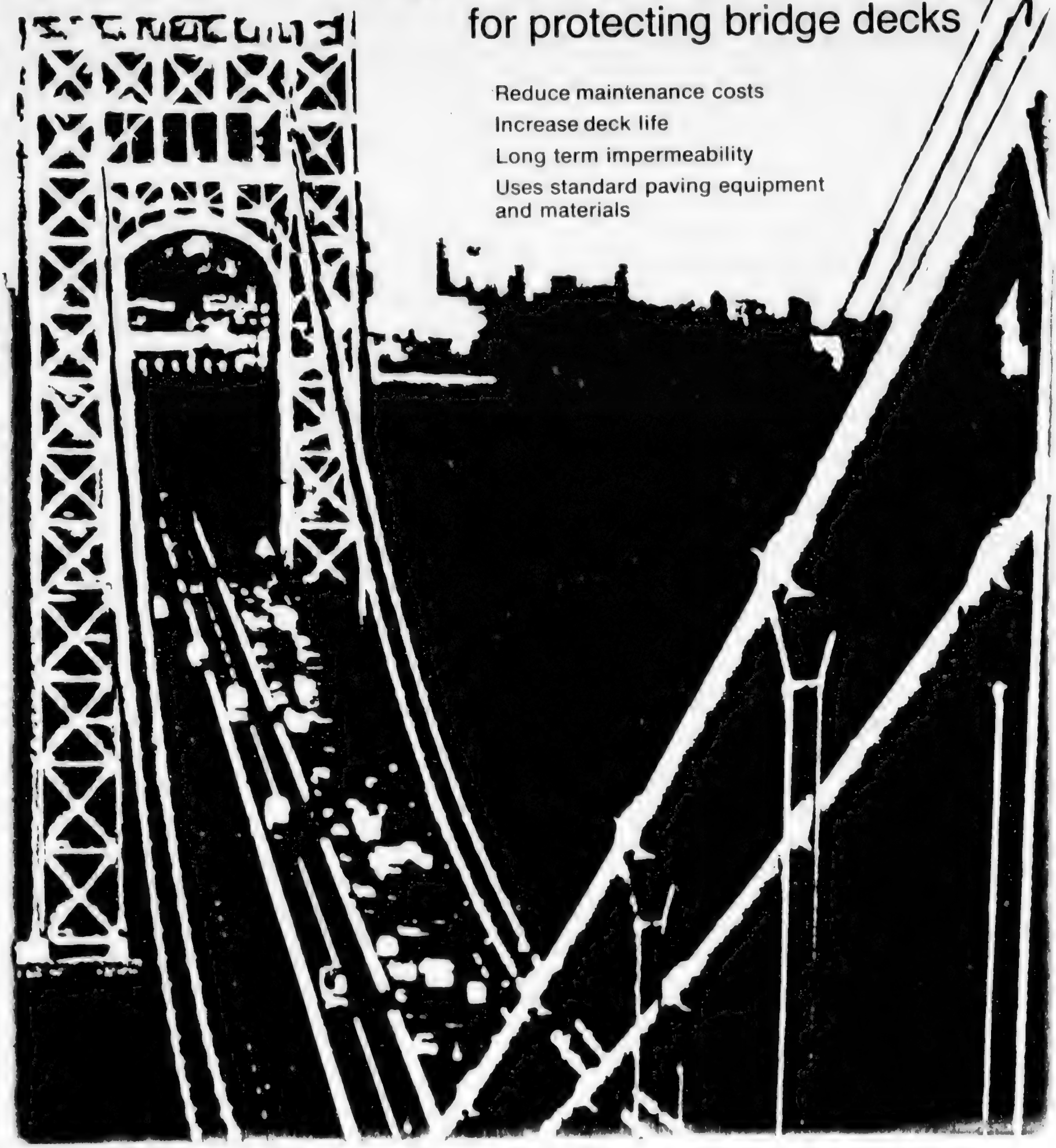
Modern Processes & Control

Asbestos users demand a fiber source that will remain uniform year after year. To meet this demand requires enormous fiber resources, regulated production, standardized grading and detailed processing controls. All of these facilities are provided by Johns-Manville through the largest mine, mill and research complex in the free world. Few other minerals in use today are subjected to the testing that J-M demands of its asbestos fiber. Johns-Manville paving engineers are readily available to assist in laboratory mix design and field application. Requests for specific data will be answered at any of the conveniently located Johns-Manville offices.

HOT MIX MEMBRANE

for protecting bridge decks

- Reduce maintenance costs
- Increase deck life
- Long term impermeability
- Uses standard paving equipment and materials



Johns-Manville

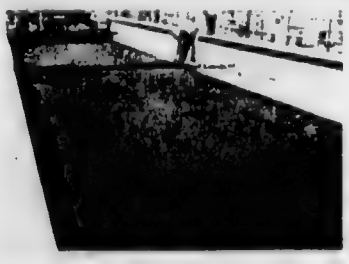
HOT MIX MEMBRANE

are highly affected by chemical de-icing salts used in cold weather to keep bridges free of hazardous ice. These chemicals combine with moisture to penetrate through standard asphalt pavements and cause corrosion of reinforcing steel and deterioration of the concrete deck.

Since 1962, J-M engineers have utilized asbestos in designing impermeable asphaltic concrete bridge deck wearing courses to provide protection for portland cement concrete and steel bridge decks.

resulted from this experience. It is a tough, protective asphaltic mix for water-proofing concrete bridge decks. The membrane mix provides necessary impermeability without the use of special materials, equipment, and techniques.

The mix is a combination of fine aggregates with 14% to 16% asphalt cement and 5% to 6% chrysotile fiber. With the exception of the chrysotile fiber, it utilizes standard paving materials.



The membrane mix is batched in a standard pug mill and placed with conventional paving equipment at thicknesses from ½" to 1".

The J-M Hot Mix Membrane can be covered with a wearing course or can be used as a riding surface when angular nonpolishing stone chips precoated with asphalt cement are rolled into it.

is simple. Only normal repairing and sweeping of the damaged concrete along with the application of a suitable tack coat are required before the membrane mix is applied.

Once the membrane mix has been rolled the area covered by the membrane can be opened to controlled traffic—before the wearing course is laid. Traffic tie-ups and other traffic problems are minimized. The membrane mix is tough enough to resist damage from traffic and paving equipment.

for the J-M Hot Mix Membrane is given in the following table. Quantities shown are percent of total weight of mix.

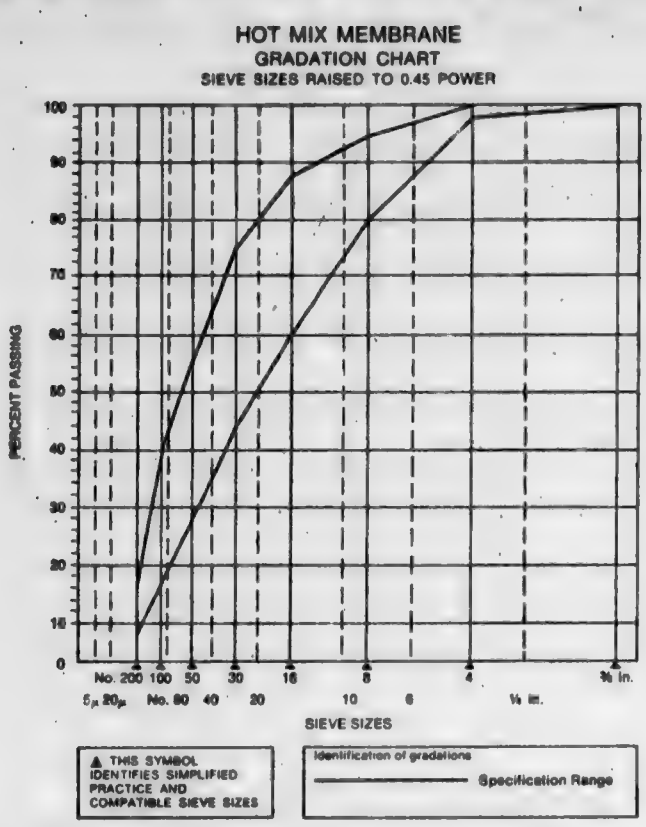
Aggregate	
Crushed screenings	40 to 60%
Natural sand	60 to 40%
Filler (Including -200 mesh in aggregate)	10%
Asphalt 60/70 penetration grade, or AC: 2,000 viscosity classification. (In cold climates alternate grades of asphalt can be used at the discretion of the engineer.)	14-15%
Chrysotile Asbestos Fiber[2]	
MASTIC-BESTOS or equivalent	5-6%

[1] The information and designs contained in this brochure are based on Johns-Manville's experience in developing the Hot Mix Membrane in conjunction with a number of highway departments and authorities.

[2] Asbestos Fiber should be packaged in low melt polyethylene bags to eliminate dust and facilitate introduction directly.

Aggregates that are internally permeable such as blast furnace slags, lightweight aggregates, and naturally porous and weathered aggregates cannot be used. Aggregates that limit asphalt content due to rounded or smooth-textured surfaces, such as gravel and boiler slags, cannot be used. Fine aggregates manufactured from internally permeable crushed stones and weathered stone sands cannot be used. Any of these will seriously affect permeability of the Hot Mix Membrane.

Aggregate and filler gradations for use in the J-M Hot Mix Membrane should be such that the suggested combinations meet the following gradation:



Production and placement of the J-M Hot Mix Membrane are achieved by standard procedures. The materials are mixed in a standard asphalt plant. Aggregate is heated to 450° to 475°F. Mix temperature at the job site should be 350° ± 25° F.

The bridge deck should be swept clean and a suitable emulsion tack coat should be applied of the type and at the rate specified by the engineer.

The mix is placed using standard paving equipment in good adjustment—under climatic conditions considered acceptable for placing asphaltic pavements.

Quality control procedures for J-M Hot Mix Membrane can be performed at the batch plant.

Marshall tests may be used on plant mix samples for quality control. *Typical results* obtained on a membrane mix containing 15% asphalt cement and 6% chrysotile fiber are shown in the following table.

Compaction (Marshall hammer blows on each face)	10*	20	50
Bulk Density, g/cc	2.215	2.146	2.151
Marshall Stability, lb.	1160	1360	1400
Marshall Flow, 0.01 inch	92	83	81

*Ten Marshall hammer blows gives equivalent field density, illustrating the easy compactibility of the membrane mix. The high Marshall flow values are one measure of inherent flexibility.

- Protects deck from de-icing salts and other chemicals
- Increases deck life — reduces maintenance costs.
- Excellent bond strength, flexibility and crack resistance for long-term impermeability
- Special deck preparation not required.
- Limits tie-ups and traffic problems.
- Uses standard equipment to mix and apply.

J-M Hot Mix Membrane currently in use in Pennsylvania on the Schuylkill Expressway, on the New York Thruway, in Illinois, in Nebraska, and on several bridge decks in Canada.

Johns-Manville Sales Corporation furnishes only the MASTIC-BESTOS fiber and does not control production or placement of the Hot Mix Membrane. Accordingly, Johns-Manville makes no warranties or guarantees and assumes no liability for materials (other than MASTIC-BESTOS) used alone or in combination, in preparing the Hot Mix Membrane, or for the placement or the improper use of the Hot Mix Membrane.
*U.S. Pat. No. 3,870,426 For licensing information see back cover.

8285

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
August 14 and 28 Bid Lettings

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366. Bids were opened August 14 on the following:

1. **Barnett Road Undercrossing Section**
Pacific Highway, Jackson County

Grade, Pave and Structure

Five- to eight-foot sidewalks will be provided.

2. **Modoc Point (Units C and D) Section**
The Dalles-California Highway, Klamath County

Grade, Pave and Rock Fallout Protection

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

3. **Malheur River Bridge Section**
Olds Ferry-Ontario Highway, Malheur County

Grade, Pave and Structure

Same as No. 2. Eight-foot shoulders will be provided.

8285

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
August 14 and 28 Bid Lettings

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366. Bids were opened August 14 on the following:

1. **Barnett Road Undercrossing Section**
Pacific Highway, Jackson County

Grade, Pave and Structure

Five- to eight-foot sidewalks will be provided.

2. **Modoc Point (Units C and D) Section**
The Dalles-California Highway, Klamath County

Grade, Pave and Rock Fallout Protection

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

3. **Malheur River Bridge Section**
Olds Ferry-Ontario Highway, Malheur County

Grade, Pave and Structure

Same as No. 2. Eight-foot shoulders will be provided.

Bids will be opened August 28 on the following projects:

1. Nelson Point Interchange-Spout Creek Section
Old Oregon Trail Highway, (I-80N), Baker County

Rock Protection Fence Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Ten-foot shoulders exist on I-80N.

2. Bluff Road-Taneyck Road (Sandy) Section
Mt. Hood Highway, Clackamas County

Grading, Paving and Signals Project

Grading and paving incidental to signalization. Sidewalks exist. Curb ramps are being provided.

3. "A" Avenue at 8th Street (Lake Oswego) Section
FAS 680 (City Street), Clackamas County

Signal Modification Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Oswego Creek Bridge Section
FAUS Route 0205, Clackamas County

Grading, Paving and Structure Project

Grading and paving incidental to bridge construction. Six-foot sidewalks will be provided.

5. Hubbard Interchange (Southbound O'Xing Structure)
Pacific Highway (I-5), Clackamas County

Paving Project (replacement of bridge deck surface)

Ten-foot shoulders are provided on the structure.

6. Oregon Coast Highway at "U" Street
Seaside, Clatsop County

Traffic Signal Project

No highway work. Class III bike lane exists on US101 in this area.

7. Scappoose (S.E. Second Street) Section
Columbia County

Grading and Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

8. Green Springs Highway Junction-
Walker Avenue (Ashland) Section
Rogue Valley Highway, Jackson County

Illumination Project

Same as No. 3.

9. Front Street-Mill Street (Creswell) Section
Goshen-Divide and Springfield-Creswell Highways
Lane County

Grade, Pave and Signals Project

Asphaltic concrete sidewalk exists. Four-foot shoulders provided.

10. Miller Road-Stemple Creek Section
Siletz Highway, Lincoln County

Grading and Placing Aggregate Project

No surfacing being placed under this contract.

11. 13th Street S.E. at Hines Street S.E. (Salem) Section
FAUS 5051, Marion County

Signals Project

Footpaths or bicycle trails are not incorporrated in this project as no new highway construction, reconstruction or relocation is involved. Sidewalks exist.

12. Rural Avenue-Vista Avenue (Salem) Section
Pacific Highway East, Marion County

Signals Project

Same as No. 11.

13. Memaloose Safety Rest Area-Idaho State Line Section
Columbia River and Old Oregon Trail Highways between M.P. 73 and M.P. 378 (I-80N), Five Counties

Sign Shelters Project

Same as No. 3.

14. Tualatin Valley Highway at S.W. 198th Avenue Section
Tualatin Valley Highway, Washington County

Grading, Paving and Signals Project

Grading and paving incidental to signalization project. Six-foot sidewalks provided.

15. Park Street (Burns) Section
City Street, Malheur County

Grading and Paving Project

Same as No. 7.

16. Saginaw Avenue North (Hines) Section
City Street, Harney County

Grading and Paving Project

Same as No. 7.

17. Siletz River Bridges, Lincoln County

Maintenance Painting

Same as No. 3.

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

RS:mc/DES:jp ja

7-31-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 7-31-75

BY (Signature): L. W. Rulien's July 21, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

ITEM NOS. 834 THRU

ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
834	I-5-5(67)283	0.045	50,000	46,140	Hubbard Interchange Section Clackamas County - State of Oregon.	Remove and replace Bridge Deck Overlay.

RECEIVED STATE HWY ENG
JUL 31 '75
REFER TO
FOR
Info Inve R/D D. E. F. Ile
NOTED E. S. HUNTER

REMARKS (Division)

7-31-75
ORIGINAL TO
L. W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		7-31-75	for G. L. Green, Division Engineer

** Program approval ~~and subsequent authorization to proceed with the project~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-680

9295

6285

July 24, 1975

TO Mr. G. L. Orsen, Oregon Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Hubbard Interchange Section
Project No. I-5-5(67)203

Program data for the subject project to remove and replace the bridge deck overlay was submitted to you on July 21, 1975. Use of Interstate funds was approved for this project on November 4, 1974, provided a suitable waterproof membrane could be found. The attached correspondence from our Materials Laboratory provides data concerning the asbestos fiber asphalt concrete which we propose to use as a waterproof membrane.

The lab has been conducting experiments and tests on this material and has established specifications for its use. We propose to pave the first lift on the structure with the asbestos fiber asphalt concrete, followed by a final lift of Class "E" asphalt concrete.

We believe the proposed overlay will provide an adequate waterproof membrane. Your approval of the proposed membrane and the program submitted July 21, 1975 is requested.

MMB:ljt

Att.

cc: W. J. Hart
J. G. Jenkins
C. O. Fredrickson, Region 2
D. H. Swan

8285

43

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 21, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Finance Approval**

The deck overlay and waterproofing membrane on Bridge No. 77948 in the Hubbard Interchange, Pacific Highway, Clackamas County, is failing and needs replacement. This was installed under an experimental project, Category 2, and has Federal Highway Administration approval for use of Interstate funds for removal and replacement.

Section	Funding	Amount
Hubbard Interchange Pacific Highway Clackamas County	FAI	$60,000

This project is specialized work not previously anticipated and your approval is recommended.

This will be on the agenda for your consideration at the July 30 meeting.

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulfen
V. E. Skoog
C. O. Fredrickson
Jack Graham
Gary Sund

JEB:ag jwa

8285

48

PRB-6-2

July 21, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullan
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-5(67)283

We are submitting program data for one project, Item No. 834, Project No. I-5-5(67)283, "Hubbard Interchange Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on August 28, 1975.

JG:bz
Enclosure

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067;

U.S. D

FEDERAL-AID PROGRAM DATA

7-21-75

*S. Bd. traffic only.

CARD 2	REPORT NUMBER (10)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 I-5, 0.8 mi. S. of Willamette Riv., S. 68	ADT*	PRESENT 14,000	FUTURE (66) 25,800	YEAR (70)(71) 95	REGION (72) 10	STATE NAME Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Remove & Replace Br. Deck Overlay 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (80)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 I - 23	NUMBER 7 5-5		
CARD 4	CLASS OF FEDERAL FUNDS Interstate	NAME OF URBAN AREA 17-31 - -	COUNTY NAME Clackamas	CODE 005 (14)	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)(37)	U.S. I-5				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1-4 & 8)	(10)	41	42	43-46	53		(54)(58)	(59)-(66)	(67)-(78)		
5					PE		I-5, 0.8 mi. S. of Willamette River (Wilsonville Br.), S.					
5					ROW							
5					CONST (CODE) X221		"Hubbard Intchge. Sec."	0.045	50,000	46,140	3,860	
								0.045	50,000	46,140	3,860	

(10) (23)(24) (33) REMARKS

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

NOTE: (1) Additional Data: Item No. 614; Project I-5-5(47)
(2) This project is in Congressional District No. 2.
(3) Eligibility concurred in by FHWA on November 4, 1974 under Project

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

7-21-75

*S. Bd. traffic only.

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
5, 0.8 mi. S. of Willamette Riv., S.	ADT*	14,000	25,800	95	10	Oregon	41	042	834

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Br. Deck Overlay								I -	5-5	(67)	283	

	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Clackamas	005	1 OR XX 2
- -	ROUTE NO. I / FEDERAL-AID I-5 / STATE 1 / U.S. I-5		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		I-5, 0.8 mi. S. of Willamette River (Wilsonville Br.), S.						Remove & replace bridge deck water proof membrane & A.C. overlay on S. Bd. str. (Br. No. 7794B) over the Wilsonville-Hubbard Hwy. (Category 2 experimental project.)
OW								
ONST (CODE) 21		"Hubbard Intchge. Sec."	0.045	50,000	46,140	3,860		
		PROJECT TOTALS	0.045	50,000	46,140	3,860		

APPROVAL DATES

REMARKS

NOTE: (1) Additional Data: Item No. 614; Project I-5-5(47)
(2) This project is in Congressional District No. 2.
(3) Eligibility concurred in by FHWA on November 4, 1974 under Project I-5-5(40).

USCOMM-DC 42905-P61

8285

I5

Salem, Oregon
June 24, 1975

Frank E. Terpin
Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

L. W. Rullen
Project Management Engineer

Pavement Replacement
Bridge No. 7794-B
Hubbard Interchange Section
Pacific Highway
Clackamas County

Enclosed is a letter requesting programing for the work on the subject project with the FHWA.

Please direct any questions you may have to either Walt Hart, Bridge Design Engineer, or C. O. Fredrickson, Region 2 Engineer.

FET:jh
cc: W. J. Hart
C. O. Fredrickson

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUN 24 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM 81.7.14.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 624-36

Salem, Oregon
June 16, 1975

FROM: C. O. Fredrickson
REGION 2 ENGINEER

TO: E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Pavement Replacement
Bridge #7794-B
MP 282.28 S
Interstate Hwy. 5

The asphaltic concrete pavement on the subject structure has, due to a failure of the membrane waterproofing, slipped sideways distorting the stripe and cracking the pavement over the period of time that this pave surface has been in service. This slippage has caused a distortion in striping and has opened up cracks rendering the surface susceptible to an inflow of water and providing this Region with a maintenance problem.

We believe that this paved surface should be removed, the membrane restored with a type not subject to side slippage, and the pavement replaced. Since this membrane was installed as part of a experimental project, we feel that this work should be eligible for Federal Aid participation.

It would be appreciated if this could be programmed for construction in the near future, preferably during this construction season, so that we can take advantage of summer weather and attempt to provide a serviceable condition on this bridge surface. Please advise this office if any information, other than that which has already been picked up by the Research Department, is necessary for the proper design and programming of this project.

Yes Fred, please establish programming for this work.

W.J. Hart
by [illegible]

COF/la

cc: H. S. Coulter
Gordon D. Croft
Walt Hart

RECEIVED
JUN 16 1975
BRIDGE DIVISION

8285

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

RECEIVED SEP 30 1974 CONSTRUCTION SECTION

FILE: 624-36

Salem, Oregon
September 20, 1974

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Kopper Membrane Failure
Southbound Overcrossing of
Wilsonville-Hubbard Highway
Bridge #7794B-Mile Post 282.28
Pacific Highway-Clackamas County

Attached you will find your report by Mr. W. J. Quinn, Research Coordinator who has studied the slippage of the asphaltic concrete wearing surface on the above caption structure.

This office has been observing this movement for the past year, and it is now apparent that permanent corrective action must be taken. Inasmuch as the Kopper Membrane System was installed on this structure as an experiment with the concurrence of the Federal Highway Administration, we request that the project, to remove and replace the asphaltic concrete wearing surface, be programmed for federal aid in the usual manner.

This office recommends that this work behandled as a completely new contract, and no attempt be made to add this work to any existing contract.

The cracks in the wearing surface described by Mr. Quinn have been repaired by State Maintenance Forces but it would be desirable to proceed with the corrective work on this project as soon as possible.

TWL/elk
Attach.
cc: H. S. Coulter
W. J. Hart
D. H. Moehring
J. H. Veatch

cc - Harry Rolien - Please program for Fed. Aid contract to do this corrective work.
9-23-74
C. T. Keasey

.8286 Oregon Coast Hwy. @ "U" Ave. 197
(Seaside) Sec. in Seaside
(Traffic signal installation)

CIA 5352 6-11-76

1216

May 26, 1976

Seaboard Surety Company
90 William Street
New York, NY 10038

Gentlemen:

On May 17, 1976, we wrote to you concerning release of final payment on Contract No. 8286 awarded to L. K. Comstock & Co., Inc., for traffic signal installation on the Oregon Coast Highway at "U" Avenue in Seaside in Clatsop County.

Final payment on this contract is $1,057.49 and the total contract amount is $21,149.88. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

er

cc L. K. Comstock & Co., Inc.
136 West 9th Ave.
Albany, OR 97321

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8286

4-1-76

NARRATIVE REPORT

OREGON COAST HWY. @ AVE. U (SEASIDE)
Traffic Signal Installation
Contract 8286
Contractor: L.K. Comstock & Co., Inc.
Contractors Foreman: Brad Johnston
Bill Arnold
Resident Engineer: Gareld Inloes

Bids Received: August 8, 1975

Awarded: Sept. 4, 1975

Begin Work: Dec. 4, 1975

Completed: March 5, 1976

Days Used: 165

1 Versteeg ✓
Olson
2 Christensen Dor
Scott
Swenson
Savage
Trout

RECEIVED
APR 9 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receivar Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Work consisted of installing three (3) poles and mast arms, One (1) pedestrian signal pole, Six (6) traffic signals and four (4) pedestrian signals, Two (2) advance warning signs and the construction of concrete curbs and a portion of a walkway.

This signal installation was constructed without any particular problems. Some minor complaints were received due to a severe bump received by motorists travelling North on 101. This bump was caused by backfill material in the conduit trench having settled and erodded by traffic. Said trench was wider then normal because it was necessary to use a backhoe for excavation.

The conduit trenches were not paved during this early contract period because all Clatsop County A.C. Paving operations shut-down in the Winter months. The contractor was asked to maintain this section of the roadway in accordance with section 104.05 of the Standard Specifications for Highway Construction. This was done.

Concrete for curbs was furnished by Seaside Concrete with finishers hired from D & D concrete of Astoria.

Inspection completed by Ezekiel Lyen.

Final inspection to be held March 24, 1976.

Gareld Inloes
Resident Engineer

8286

FORM 81-784-3801

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: same	SECTION: Oregon Coast Hwy. at U Ave. (Seaside)	WEEK ENDING: March 26, 1976
		SECTION PREFIX: 4-0504
	HIGHWAY: Oregon Coast	COUNTY: Clatsop
	KIND OF WORK: Traffic Signal	
CONTRACTOR: L.K. Comstock & Co.	CONTRACT NUMBER: 8286	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept. 4, 1975	DATE WORK STARTED: Dec. 4, 1976	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 165
PROJECT AUTHORIZATION: $ 26,108.29	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 92
EXCLUSIVE OF ENGINEERING: $ 23,828.09	ENGINEERING AUTHORIZATION: $ 2,280.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 23,828.09	ENGINEERING COST TO DATE: $ 2,887.42	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 127 %	DATE PROJECT WAS COMPLETED: March 5, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Showers			
MONDAY 22	Showers			
TUESDAY 23	Rain			
WEDNESDAY 24	Rain			
THURSDAY 25	Overcast			
FRIDAY 26				
SATURDAY 20	Rain			

Rating

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker

Richards
Glenn
Berg

RECEIVED
MAR 29 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 21	No work all week
MONDAY 22	[redacted]
TUESDAY 23	
WEDNESDAY 24	Project given Final Inspection today by: W. Mueller, J. Read, and G. Inloes. No County Officials were present for inspection.
THURSDAY 25	
FRIDAY 26	
SATURDAY 20	

REMARKS

Project complete.

Semi Final Records will be submitted before April 9, 1976.

SIGNED Gerald Inloes LOCATION Astoria

Gerald Inloes

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

6286

45

June 11, 1975

Nhcf 30
5-f.

Board of Commissioners
Clatsop County
Courthouse
Astoria, OR 97103

Attention: Don R. Church
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5352

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering traffic signals at the intersection of the Oregon Coast Highway and Avenue "U" near Seaside.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Attachment

bc L. E. George (conf. copy att.)

8286

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 19, 1975

TO Oregon Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Installation**
Oregon Coast Highway at Avenue "U"
Clatsop County

We have an agreement which has been executed by Clatsop County covering traffic signals at the intersection of the Oregon Coast Highway and Avenue "U" near Seaside in Clatsop County.

The agreement provides that the State shall do the work of the project and pay all the installation costs, which are estimated to be $30,000. This will be a State Bond project. The State shall also maintain the traffic signals and the County shall bear all costs of power consumption.

This will be on the agenda for your consideration at the May 30 meeting. Your approval is recommended.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
R. L. Schroeder
L. E. George
V. E. Skoog
D. N. Harwell
C. O. Fredrickson
Jack Graham
Gary Sund

VLT:pb srb

•8287 Scappoose (SE 2nd St.) Sec. 1975
• City Street
• (Grading & paving)

C/A 5204 2-11-75

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP-67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Scappoose
City Hall
Scappoose, OR 97056
Attention of
Mrs. Virginia Sheldon
City Recorder

Request No. (assigned by staff engineer or head of section) cc 1550

Date February 3, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Special City Allotment Program
SE Second Street, Contract No. 8287

Covered by Agreement dated 2/10/75

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's advance deposit		
		As per attached statement		$2,200.00
		Final Cost	$19,887.42	
		Agreed State's share	17,830.92	
		Agreed City's share		2,056.50
		Balance Due City		$ 143.50

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 2,200.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

305-1712-295 $2,056.50

Submitted by:
Fred Hildebrandt
Fred Hildebrandt, Engineer Spec.

Approved:
Richard Unrein, Urban Engineer
Area Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Date February 3, 1976

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1975

Contract # 8287 Prefix 305-1712 Survey Prefix 305-1419

Street SE Second Street

City Scappoose

Payments to Contractor (see attached voucher)	$ 17,964.67*
Engineering and Contingencies	1,922.75
Survey: Total $ 1,260.64 Prorated Share	
TOTAL	19,887.42
Agreed State Share	17,830.92
Agreed City Share	2,056.50**
City Advance Deposit	2,200.00

Reference: Outside Billing cc 1550

* Includes $8.68 interest
** Cost of Concrete Curbs

RU

FISCAL YEAR
75-76

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

WARRANT NUMBER
33363

B & B Excavating Inc. Rt. 1 Box 371 Scapoose, OR 97056	VOUCHER DATE 1/21/76	TOTAL AMOUNT $ 906.48
Cont. # 8287 Est. # 2F dk	Principal Interest	$ 897.80 8.68

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR	PAYEE	VOUCHER DATE	TOTAL AMOUNT
75-7	B & B Excavating Inc. Rt. 1 Box 371 Scapoose, OR 97056	1/13/76	$ 897.80

WARRANT NUMBER

CONTRACT NO.	ESTIMATE NO.	
8287	2F	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
PERIOD COVERED: to 10/22/75		
APPROVED: (DESIGNATED AUTHORITY)		This final claim has been authorized in the above amount. (DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, T. A. BAKER certify that I am PRESIDENT of B & B EXCAVATING INC (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

T. A. Baker
(Signature)

FORM 81-734-1020

TRACT PAYMENT VOUCHER

SECTION: SCAPPOOSE (SE SECOND STREET)

	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS
	9N TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	40[illegible].0000	100.000	400.00	4
	9N TEMPORARY SIGNS	SQ FT	[illegible].0000	20.000	140.00	1
	9N TEMPORARY BARRICADES	ONLY	50.0000	8.000	400.00	4
	9N REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	10[illegible].0000	100.000	100.00	1
	9N GENERAL EXCAVATION	LUMP SUM	1410.0000	100.000	1410.00	14
	9N 1" - 0 AGGREGATE BASE 12 INCHES THICK	SQ YDS	3.0000	1,168.100	3504.30	35
	9N CLASS C ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	6.0600	1,159.800	7028.39	7[illegible]
	9N 12-INCH SEWER PIPE	LIN FT	10.5000	72.000	756.00	7
	9N CONCRETE INLETS TYPE CG-1	ONLY	250.0000	2.000	500.00	5
	9N CONCRETE INLETS TYPE G-1	ONLY	250.0000	1.000	250.00	2
	9N CONCRETE CURBS	LIN FT	4.5000	457.000	2056.50	20
	PRICE AGREEMENT ITEMS					
1	9N CONCRETE SUMP	LUMP SUM	1135.8000	100.000	1135.80	11
1	9N CLEARING & GRUBBING	LUMP SUM	275.0000	100.000	275.00	2

1-12-76

	GROSS RETAINAGE		
	TREASURER DEPOSIT		
	NET RETAINAGE		
	TOTAL CONTRACT ITEMS	17955.99	17[illegible]
	- % RETAINED ON CONTRACT ITEMS	-	8
	FORCE ACCOUNT		
	TOTAL PAYMENTS	17,955.99	17,0[illegible]

DATE: 01 12 76 PG. 11 8287

PREVIOUS VOUCHER NO.: 25940

CHECKED BY: JP:dk

ENGINEER OR AUDITOR: P. Barnhart

VOUCHER

SECTION
SCAPPOOSE (SE SECOND STREET)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TECTION AND DIRECT TRAFFIC	LUMP SUM	400.0000	100.000	400.00	400.00	
S	SQ FT	7.0000	20.000	140.00	140.00	
RICADES	ONLY	50.0000	8.000	400.00	400.00	
RUCTURES ANDOBSTRUCTIONS	LUMP SUM	100.0000	100.000	100.00	100.00	
ATION	LUMP SUM	1410.0000	100.000	1410.00	1410.00	
GATE BASE 12 INCHES THICK	SQ YDS	3.0000	1,168.100	3504.30	3504.30	
LT CONCRETE 3 INCHES THICK	SQ YDS	6.0600	1,159.800	7028.39	7028.39	
PIPE	LIN FT	10.5000	72.000	756.00	756.00	
TS TYPE CG-1	ONLY	250.0000	2.000	500.00	500.00	
TS TYPE G-1	ONLY	250.0000	1.000	250.00	250.00	
	LIN FT	4.5000	457.000	2056.50	2056.50	City Cost
ENT ITEMS	LUMP SUM	1135.8000	100.000	1135.80	1135.80	
	LUMP SUM	275.0000	100.000	275.00	275.00	
BBING						

GROSS RETAINAGE				
TREASURER DEPOSIT				
NET RETAINAGE				
	TOTAL CONTRACT ITEMS	~~17955.99~~	~~17955.99~~	
	- % RETAINED ON CONTRACT ITEMS	-	897.80	897.80
	FORCE ACCOUNT			
	TOTAL PAYMENTS	17,955.99	17,058.19	897.80

11 8287

rt

1-28-76			MAJOR CLASS 16 TOTALS		5,498.69		141,340.20	401,449.85
PRODUCTION FUND-PUC	099	1799	283	00	8,362.96		23,509.68	23,918.97
			** JOB TOTALS **		8,362.96	**	23,509.68 **	23,918.97 **
NT STRS(CANBY)	303	1719	201	00	6,736.32		21,875.12	21,875.12
	303	1719	203	00	250.00CR		250.00CR	250.00CR
	303	1719	204	00	307.75CR		1,064.69CR	1,064.69CR
	303	1719	900	00	768.47		3,449.02	3,750.11
			** JOB TOTALS **		6,947.04	**	24,009.45 **	24,310.54 **
ST-SCAPPOOSE	305	1712	201	00			17,955.99	17,955.99
	305	1712	204	00			897.80CR	897.80CR
	305	1712	900	00	37.67		1,922.75	1,922.75
			** JOB TOTALS **		37.67	**	18,980.94 **	18,980.94 **
UT E[illegible] BLVD	309	1704	287	00				6,507.49
			** JOB TOTALS **			**	**	6,507.49 **
LE-SW 5TH ST	310	1740	201	00	1,306.25		19,602.40	19,602.40
	310	1740	204	00	914.81			
	310	1740	206	00 R	23.69		23.69	23.69
	310	1740	900	00	34.08		2,082.22	2,082.22
	310	1740	900	00 -			8.25	8.25
			** JOB TOTALS **		2,278.83	**	21,716.56 **	21,716.56 **
JOHN DAY, PRAIRIE	312	1712	282	01				37,800.00
	312	1712	282	02				43,600.00
	312	1712	282	03				28,600.00
	312	1712	296	00			35,533.68CR	35,533.68CR

12-75

JOB COST SUMMARY — DECEMBER 1975 — PAGE 280

JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	312 1712	299	00		35,533.68	35,533.68
	312 1712	900	00			

	303	1403	920	00			94.15		94.15
	303	1403	921	00			1,345.46		1,345.46
			** JOB TOTALS **			3.10 **	2,474.15 **		4,753.33
[redacted]	305	1419	905	00		3.46	141.08		706.60
	305	1419	914	00			5.58		5.58
	305	1412	918	00			8.40		8.40
	305	1419	920	00			35.47		35.47
	305	1419	921	00			504.59		504.59
			** JOB TOTALS **			3.46 **	695.12 **		1,260.64
BURNS (PARK ST) FOLLEY DR	313	1483	901	00			13.50		13.50
	313	1483	905	00			29.26		29.26
	313	1483	906	00			560.04		1,075.07
	313	1483	920	00			48.72		76.18
	313	1483	921	00			246.56		548.74
	313	1483	923	00			7.50		7.50
			** JOB TOTALS **			**	885.18 **		1,750.25
HINES (SAGINAW AVE)	313	1484	901	00			23.74		23.74
	313	1484	905	00		3.10	16.40		16.40
	313	1484	920	00			10.00		16.40
	313	1484	921	00			422.43		405.92
			** JOB TOTALS **			3.10 **	472.57 **		462.47
ROGUE RIVER BROADWAY ST	315	1429	910	00			31.68		31.68
	315	1429	911	00			1.08		1.08
			** JOB TOTALS **			**	32.76 **		32.76
LONELL (PIONEER ST)	320	1485	901	00		1,101.29	1,113.55		1,113.55
	320	1485	910	00			31.68		31.68
			** JOB TOTALS **			1,101.29 **	1,145.23 **		1,145.23
FIR (PENCE (MAPLE ST)	320	1486	901	00		612.27	621.14		621.14
			** JOB TOTALS **			612.27 **	621.14 **		621.14
[illegible] CHURCH ST BR (MARION) LN	324	1483	901	00			155.97		155.97
	324	1483	906	00			468.51		468.51
			** JOB TOTALS **			**	312.58 **		312.58
[illegible] ST (MURPHY)	324	1490	901	00		560.10	560.10		560.10
	324	1490	910	00		132.22	132.22		132.22
			** JOB TOTALS **			692.32 **	692.32 **		692.32

8287

45

January 15, 1976

Rathbone, King & Seeley
310 SW 4th Street
Portland, OR 97204

Gentlemen:

Contract No. 8287 awarded to B & B Excavating, Inc. for work on the St Second Street (Scappoose) Section in Columbia County was completed on October 22, 1975, and accepted by the Administrator and State Highway Engineer on January 14, 1976.

Final payment in the amount of $897.80 will be released to the contractor after January 20, 1976. The total contract amount is $17,955.99. No work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read
COMMISSION SERVICES

rw

cc: B & B Excavating, Inc.
Rt. 1, Box 371
Scappoose, OR 97056

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8217

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Scappoose (S.E. 2nd St.)		WEEK ENDING: Oct. 25, 1975
		SECTION PREFIX: 305-1712
HIGHWAY: City Street		COUNTY: Columbia
NAME OF JOB: S.E. Second St.	KIND OF WORK: Grading and Paving	
CONTRACTOR: B & B Excavating, Inc.	CONTRACT NUMBER: 8287	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept. 8, 1975	DATE WORK STARTED: Oct. 6, 1975	ESTIMATED COMPLETION DATE: Oct. 75
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 6 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 30	WORK DAYS USED / CALENDAR DAYS USED 30
	SPECIFIED COMPLETION DATE: Oct. 22, 1975	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 19,116.00	ENGINEERING AUTHORIZATION: $ 1,669.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 17,446.48	ENGINEERING COST TO DATE: $ 1,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 18,106.00	PERCENT OF AUTHORIZATION: 65.9%	DATE PROJECT WAS COMPLETED: Oct. 22, 1975
ESTIMATED PERCENT: ~~OVERRUN~~ 3.8 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	1154.5s.yd			1159.8s.yd
TOTAL QUANTITIES CORRECTED TO DATE	100%	1154.5s.yd			1159.8s.yd
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	1154.5s.yd			1159.8 s.yd
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1- Paver, 5 trucks, 2 rollers

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	Cloudy	1		
MONDAY 20	Showers	1		
TUESDAY 21	Showers	1		
WEDNESDAY 22	Showers	1		
THURSDAY 23	Showers	0		
FRIDAY 24	Showers	0		
SATURDAY 25	Showers	0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
OCT 27 1975
CONSTRUCTION
SECTION

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 19	No Activity
MONDAY 20	Paved the entirer project today.
TUESDAY 21	Cleanup of curbs after paving.
WEDNESDAY 22	Backfilled behind curbs. Painted the face of curbs and made them look new after paving. Rocked driveways. Project completed.
THURSDAY 23	
FRIDAY 24	
SATURDAY 25	

REMARKS

SIGNED Paul R. Barnhart STATION Portland

Paul R. Barnhart

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

SCA
Scappoose

September 26, 1975

Mrs. Virginia Sheldon
City Recorder
City of Scappoose
City Hall
Scappoose, OR 97056

Dear Mrs. Sheldon:

Enclosed for your records is a copy of the plans and contract for the 1975 Special City Allotment project on S.E. Second Street.

The contract was awarded to B and B Excavating, Inc., on September 8, 1975.

Your attention is directed to Section 105-Control of Work, Page 2, of the Contract, it shall be the responsibility of the City to arrange for relocation or adjusting of utilities on this project.

Please feel free to contact this office if you have any questions.

Very truly yours,

for

Richard Unrein
Urban Engineer
County-City Unit

FFH:dp

Enclosure

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

SCA
Scappoose

Robert W. Straub

September 10, 1975

Mrs. Virginia Sheldon
City Recorder
City of Scappoose
City Hall
Scappoose, Oregon 97056

Dear Mrs. Sheldon:

We wish to acknowledge receipt of the City of Scappoose's check no. 2921 in the amount of $2,200 as a deposit on the 1975 Special City Allotment project on S. E. Second Street.

The project was awarded September 8, 1975 to B and B Excavating, Inc. of Scappoose.

We appreciate your cooperation in this matter and invite any inquiries.

Very truly yours,

Richard Unrein
Urban Engineer
County-City Unit

RU:scr

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

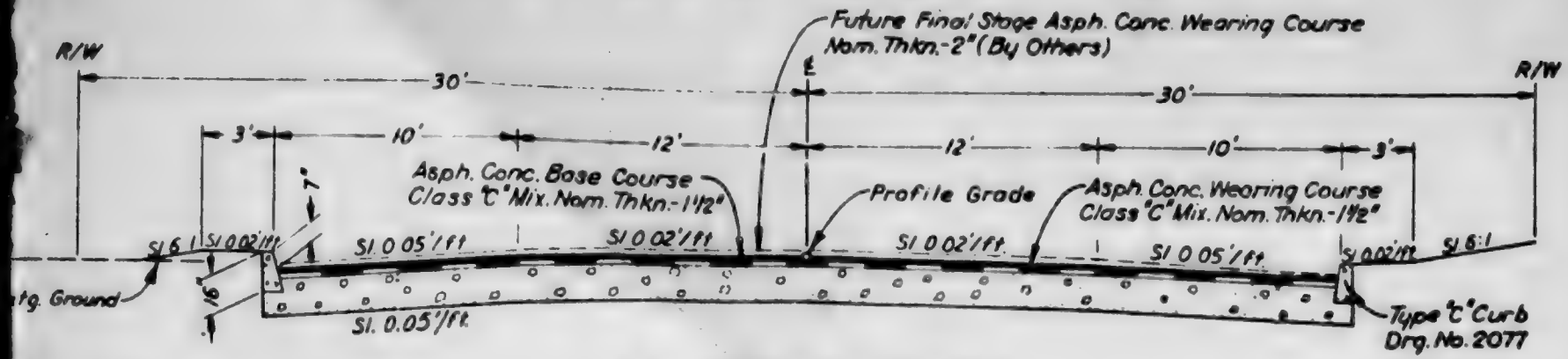
12V-149

Length Of Project .04 Mile

OREGON STATE HIGHWAY DIVISION GRADING & PAVING				SHEET NO.
SCAPPOOSE (S.E. SECOND ST.) SEC. CITY STREET COLUMBIA COUNTY				1
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
10	OREGON	STATE	AUGUST 1975	

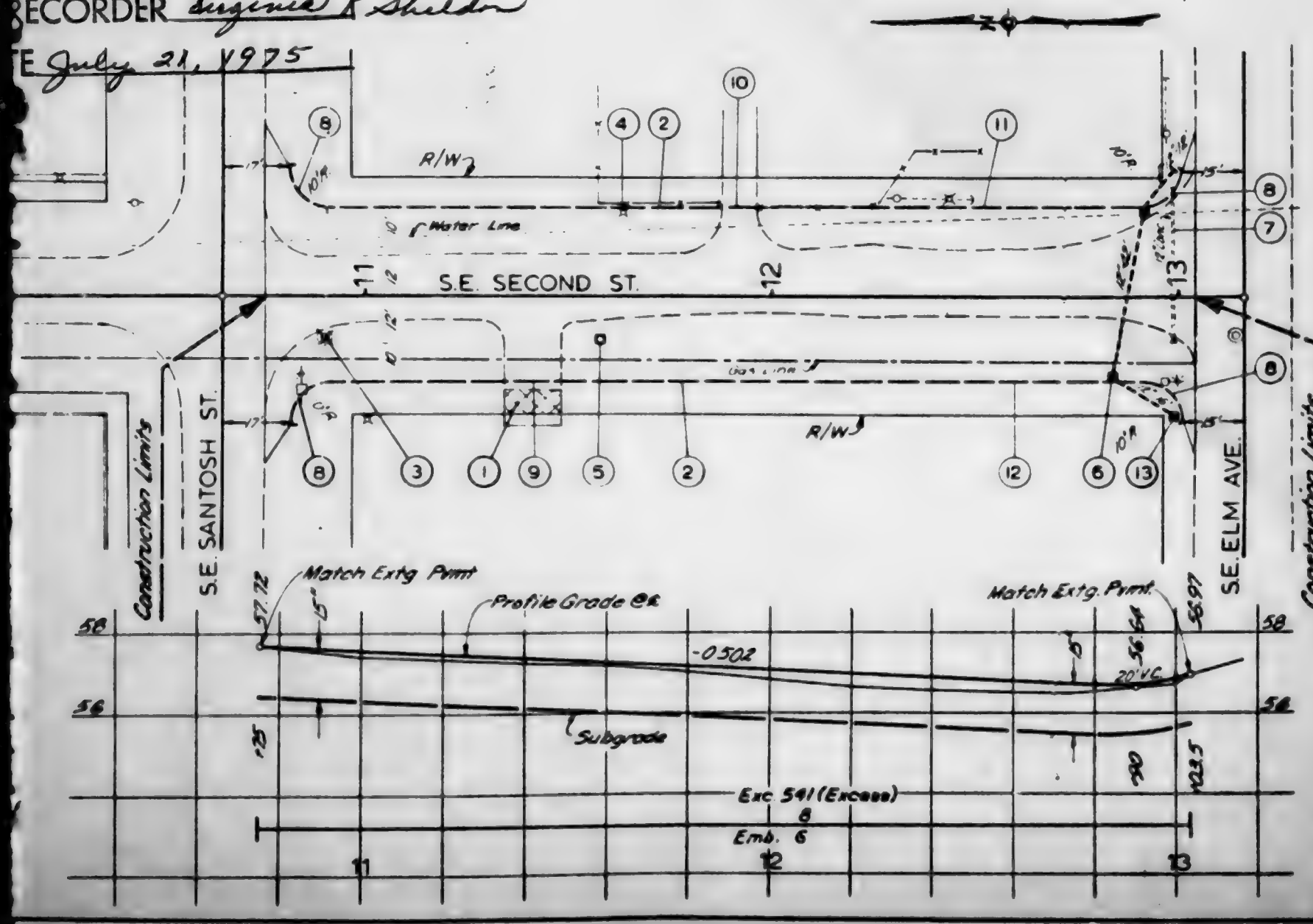
Traffic

TYPICAL SECTION



S.E. SECOND STREET
STA 10+75 To STA 13+035

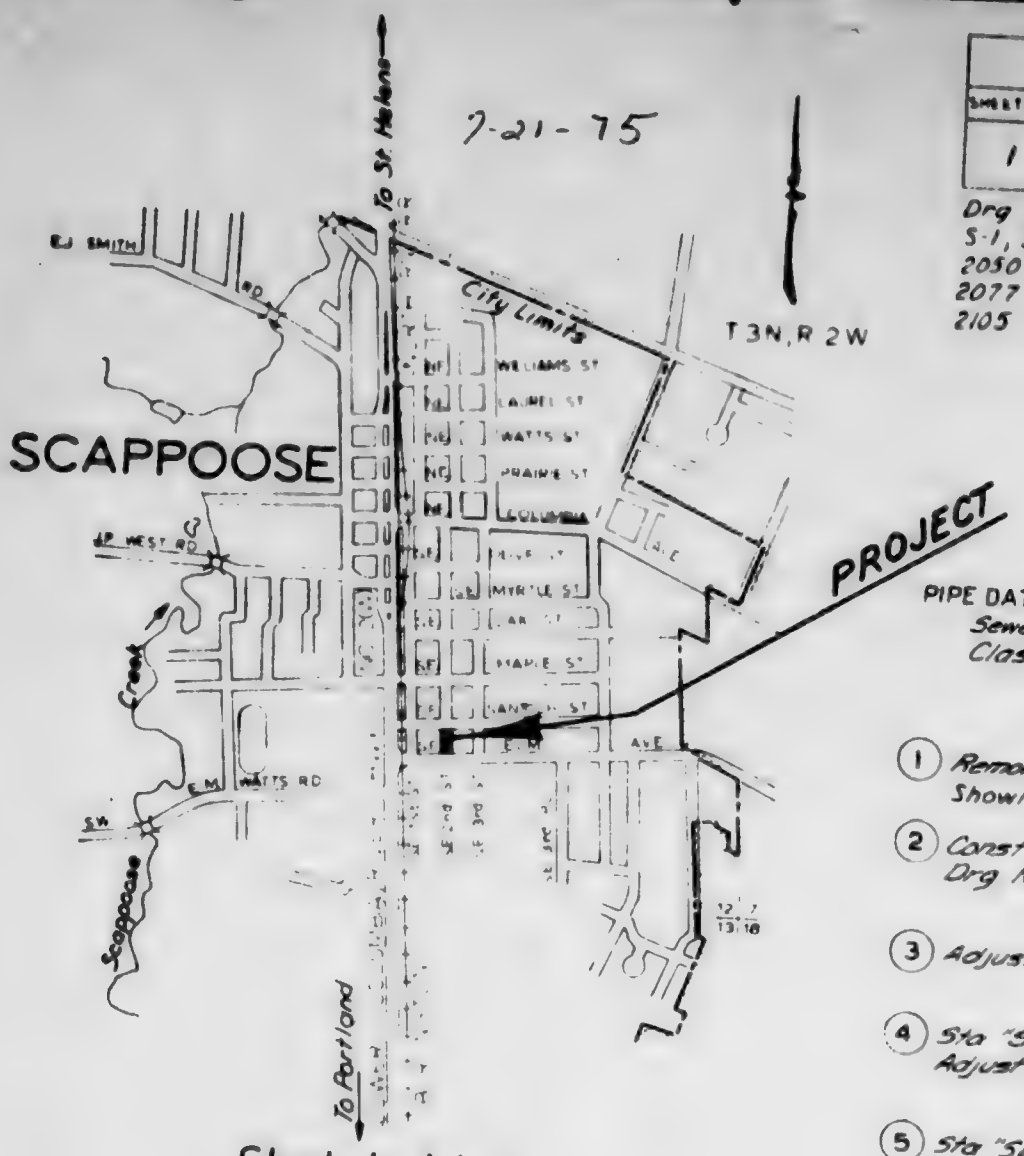
APPROVED
CITY OF Scappoose
MAYOR Richard Hudson
RECORDER Virginia L Sheldon
DATE July 21, 1975



7-21-75

INDEX OF SHEETS	
SHEET NO	DESCRIPTION
1	Sketch Map, Typical Sections, Details, Summary, Plans & Profiles

Drg Nos.
S-1, S-12, 2126 C - Temporary Protection & Direction Of Traffic
2050 Manholes
2077 Driveways & Curbs
2105 Concrete Inlets



Sketch Map

Scale 0 400 800 1200 Feet

PIPE DATA
Sewer Pipe Furnished Shall Be Class II Reinforced Concrete Pipe.

(1) Remove Extg. P.C.C. Driveway Shown

(2) Const Type "C" Curb Drg No. 2077

(3) Adjust Manholes - 1 (Total) (By Others)

(4) Sta "SE" 11+57 Rt. Adjust Water Valve (By Others)

(5) Sta "SE" 11+63 Lt Adjust Water Meter (By Others)

(6) Sta "SE" 12+87 Const. Type "CG-1" Inlets With Basins - 2 (Total) (With Special Grates) Inst. 12" Sewer Pipe - 70' (Total) Tr Exc 15 C.Y.

(7) Sta "SE" 12+99 Abandon 12" Conc Pipe

(8) Depress Curb For Sidewalk Ramps Drg No 2077

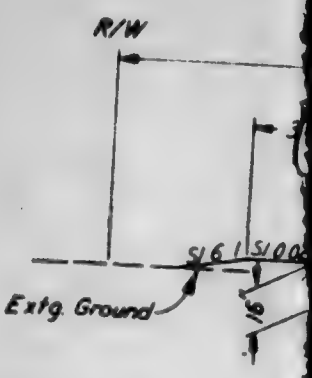
(9) Sta "SE" 11+41 Rt Depress Curb For 14' Driveway Drg No 2077

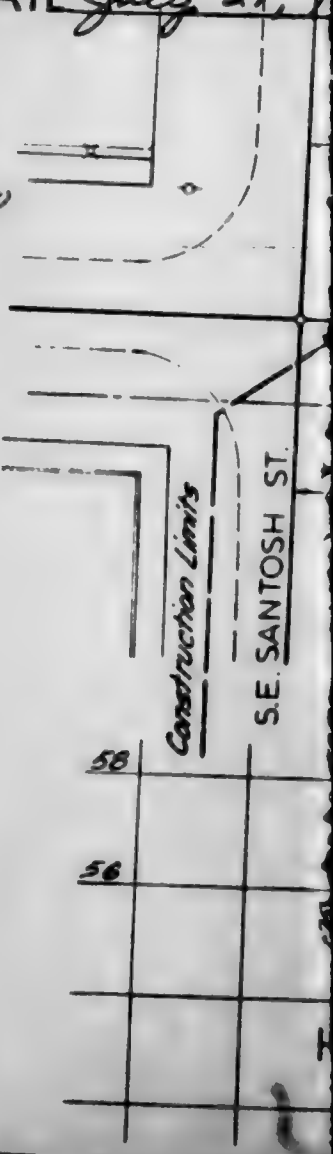
(10) Sta "SE" 11+92 Lt Depress Curb For 12' Driveway

(11) Sta "SE" 12+52 Lt Depress Curb For 32' Driveway

(12) Sta "SE" 12+60' Rt. Depress Curb For 32' Driveway

(13) Sta. "SE" 12+99 Rt. Const. Type "C-1" Inlet With Basin (With Special Grate) Drg. No. 2105





APPROVED
CITY OF Scap
BY MAYOR
BY RECORDER
DATE July 21,

S U M M A R Y

ITEM	UNIT	QUANTITY
Temporary Protection And Direction Of Traffic	All	All
Temporary Signs	Sq. Ft.	40
Temporary Barricades	Each	16
ROADWORK		
Removal Of Structures And Obstructions	All	All
General Excavation	All	All
1"-0 Aggregate Base, 12 Inches Thick	Sq. Yd	2,300
Class "C" Asphalt Concrete, 3 Inches Thick	Sq. Yd	2,250
12-inch Sewer Pipe	Lin. Ft.	132

PRELIMINARY COPY
JUL 11 1975
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED

SCA

Robert W. Straub

July 14, 1975

Mrs. Virginia Sheldon
City Recorder
City of Scappoose
City Hall
Scappoose, Oregon 97056

Dear Mrs. Sheldon:

Enclosed are two sets of preliminary plans as revised for the 1975 Special City Allotment project on S. E. Second Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 44-foot wide street as shown on these preliminary plans is currently estimated to cost $22,000. The State's share would be $20,000; curbs being a city cost.

24,800 16 ton
7-14-75

As this project is coming up for bid opening July 31, we would appreciate having the approved copy in our files no later than July 25.

8-75

Very truly yours,

YE3
for Richard Unrein
Urban Engineer
County-City Unit

FFH:scr

Enclosure

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ DE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SCA

CITY OF SCAPPOOSE

P. O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7122

July 9, 1975

Oregon State Highway Division
Fred Hildebrandt, Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Hildebrandt:

Re: 1975 Special City Allotment Fund, N.E. & S.E. 2nd Streets, City of Scappoose

In confirmation of the telephone conversation by City Engineer Dave Kucera with Gary Zehner on July 7, 1975, this is to notify you that the City of Scappoose finds funding unavailable, due to increased cost estimates, to do both sections of E. Second Street. The City of Scappoose respectfully requests that the section of S.E. Second Street be constructed as agreed. ✓

Your assistance will be greatly appreciated.

Est $24.800

Yours truly,

CITY OF SCAPPOOSE

Rodney F. Hickey
Mayor

RFH/rjs

cc Dave Kucera
cc'd 7-15-75 F. E. Terpin
C. G. Swenson

Fred

RECEIVED
COUNTY & CITY SECTION
JUL 15 1975
ENGR. COOR. OE AE UE
UPE CE RE RPE

75 acq
Scappoose

Robert W. Straub

June 24, 1975

Mrs. Virginia Sheldon
City Recorder
City of Scappoose
City Hall
Scappoose, Oregon 97056

Re: 1975 Special City Allotment Fund
N. E. and S. E. Second Streets
City of Scappoose

Dear Mrs. Sheldon:

In our review of the preliminary plans, it was discovered that a small portion of the present sidewalk is not within the existing right-of-way. This section lies along the building on the southeast and southwest corners of Columbia Avenue and N. E. Second Street; the southeast corner being a wedge shape of 2.8 feet on the north end of the building decreasing to zero feet on the south end, and the southwest corner being a wedge shape of 0.3 feet on the north end of the building decreasing to 0.1 feet on the south end.

In accordance with page 2, paragraph 1, "Things to be Done and Obligations Assumed by the City" of the construction-finance agreement, it will be necessary for the city to get a signed statement similar to the one attached.

Your early submittal of these statements will assure the project of being scheduled without delay.

Very truly yours,

Richard Unrein
Urban Engineer
County-City Unit

FFH:scr

Attachment

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

D A T E

TO THE CITY OF SCAPPOOSE:

I, _____, being the owner of the property outside the right-of-way on the N. E. and S. E. Second Streets project, hereby grant permission for the contractor to use the land between the existing building and the right-of-way for the removal and replacement of the existing sidewalk.

_____
Property Owner's Signature

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ● UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

pca
Scappoose

Robert W. Straub

June 19, 1975

Mrs. Virginia Sheldon
City Recorder
City of Scappoose
City Hall
Scappoose, Oregon 97056

Dear Mrs. Sheldon:

Enclosed are two sets of preliminary plans for the 1975 Special City Allotment project on N. E. and S. E. Second Streets. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 44-foot wide street, as shown on these preliminary plans, is currently estimated to cost $48,000. The State's share would be $25,000.

Recommended changes you suggest should reach this office by July 6, 1975 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

Richard Unrein
Urban Engineer
County-City Unit

FFH:scr

Enclosure

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ● UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SCA

Salem, Oregon

May 2, 1975

Mr. Victor D. Wolfe
Location Engineer
B U I L D I N G

Attention: Mr. P. L. Carstensen

for Richard Unrein
Urban Engineer
County-City Unit

Survey Data
1975 SCA Project
City of Scappoose

The survey data on the subject project has been reviewed and found to be acceptable.

FFH:scr

Attachment

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 30, 1975

FILE: LOC 17

FROM: D. R. ADAMS
Regional Construction Engineer

SUBJECT: NE & SE Second Street
City of Scappoose
Prefix 305-1415

TO: VICTOR D. WOLFE
Location Engineer

Attached herewith is the location data for the Small City Allotment project on NE Second Street between Prairie Avenue and Columbia Avenue and SE Second Street between Santosh and Elm Street in the City of Scappoose.

Some modifications to the initial prospectus have been made, mainly between Santosh and Elm Street where the sidewalks have been deleted. All changes from the original prospectus have been coordinated with the City of Scappoose.

The estimated cost for the project is $43,600 which is within the original cost estimate. Elimination of the sidewalks, as mentioned above, was necessary to hold the cost within the estimate.

RECEIVED
MAY 1 1975

DRA/b
att
cc Paul Barnhart

Narrativ Report
N.E. & S.E. 2nd Streets
City of Scappoose
Columbia County
Prefix: 305-1415

This survey was conducted in order to make a design and estimate of costs for reconstructing two blocks in the City of Scappoose.

N.E. 2nd St. is bounded by Columbia Ave. on the south and Prairie St. on the north. The original typical section indicated use of a Type C curb but due to the nearly flat grade in this block we have changed to a Type A curb and gutter. The grade is only 0.15% for the length of the 242 ft. of construction. A further change in the typical section is the location of the sidewalks. It was decided to place the sidewalk adjacent to the curb and do away with the three foot utility strip in order to cut out a possible maintenance problem. The City does not have a Storm Sewer system so at Station 11+65 we have designed a 14' x 48"D "dry well". The information on the materials was acquired from Hauser Concrete Products in Portland.

The S.E. 2nd Street portion connects with Elm Ave. on the south and Santosh Street on the north. This portion of work is 228 feet long and has a straight grade of 0.5%. A change from the original typical section, resulting from a lack of money, indicated that the sidwalks will not be built in this section of work. Driveway connections are to be planned as rock. If, after the contract is let, there are adequate funds available the City would like to have concrete driveway aprons constructed that will conform to the standard design through a sidewakk area. Work would have to be done on an Extra Work basis but not included in the plans or as an Anticipated Item.

The estimated cost of the 0.09 mile project is $ 43,576.20 for a per mile cost of $ 484,180.00.

All inlets to be constructed with basin as per standard drawing number 2105, also all inlets are type G.

General Excavation will include all clearing, and removal of all obstruction and structures.

Paul R. Barnhart
Resident Engineer

mary of Quant
N.E. & S.E.
City of Sc
Columbia
Prefix:

Unit
Cu. Yd.
Cu. Yd.
Lin. F
Each
Sq.
Concrete
S
ewalk
iveways
ill
48"

Summary of Quantity & Cost
N.E. & S.E. 2nd Street
City of Scappoose
Columbia County
Prefix: 305-1415

Item	Unit	Quantity NE 2nd	Quantity SE 2nd	Total Quantity	Unit Price	Amount
General Excavation	Cu. Yd.	380	532	912	7.05	6,429.60
Trench Excavation	Cu. Yd.	21	16	37	10.00	370.00
12" Sewer Pipe	Lin. Ft.	64	58	122	8.50	1,037.00
Catch Inlets	Each	2	2	4	425.00	1,700.00
Aggregate Base	Sq. Yd.	889	1193	2082	3.50	7,287.00
Class C Asphalt Concrete	Sq. Yd.	1129	1167	2296	3.40	7,806.40
Type A Curb	Lin. Ft.	484		484	5.00	2,420.00
Type C Curb	Lin. Ft.		452	452	3.25	1,469.00
Concrete Sidewalk	Sq. Yd.	270		270	12.00	3,240.00
Concrete Driveways	Sq. Yd.	50		50	13.50	675.00
48" Dry Well	Each			All	1,300.00	1,300.00
Flagman	Hour	20	20	40	12.00	480.00
Temporary Barricades Type III	Each	2	2	4	125.00	500.00
Temp. Prot. & Dir. of Traffic	Lump Sum			All	800.00	800.00
Temp. Signing	Lump Sum			All	800.00	800.00
Sub-Total						$ 36,314.00
Engineering & Contingencies	20%	4,031.62	3,231.18			7,262.80
TOTAL						$ 43,600.80

S.E. 2nd Street
City of Scappoose

	Unit	Quantity	Unit Price	Amount
General Exc.(Clearing, Structs, etc.)	Cu. Yd.	532	7.05	3750.60
Trench Exc.	Cu. Yd.	16	10.00	160.00
12" Sewer Pipe	Lin. Ft.	58	8.50	493.00
Catch Inlets/Basin	Each	2	425.00	850.00
Aggregate Base	Sq. Yd.	1193	3.50	4175.00
Class C Asph. Conc.	Sq. Yd.	1167	3.40	3967.80
Type C Curb	Lin. Ft.	452	3.25	1469.00
Flagman	Hours	20	12.00	240.00
Temporary Barricades Type III	Each	2	125.00	250.00
Temp. Prot. & Direct. Traffic	Lump Sum		400.00	400.00
Temp. Signing				400.00
				16,155,40
Engineering & Contingencies (20%)				3231.08
				19,386.48

8287

48

February 11, 1975

City of Scappoose
City Hall
Scappoose, OR 97056

Attention: Mrs. Virginia Sheldon
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5204

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement on N. E. 2nd Street and S. E. 2nd Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell
(agree. att.)

Oca.

CITY OF SCAPPOOSE

P. O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7122

November 6, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTN: James O. Butler
Cities Engineer

Dear Mr. Butler:

The Scappoose City Council, at their regular meeting on November 5, 1974, agreed by motion 6-0 to pay all costs of the project in excess of $25,000 for the City's project on East 2nd Street, if approved by the Transportation Commission for Construction under the Special City Allotment Act.

Your consideration for our proposed project is greatly appreciated.

Yours truly,

Virginia R. Sheldon

Virginia R. Sheldon
Recorder-Treasurer

VRS/srm

RECEIVED
COUNTY & CITY SECTION
NOV 7 - 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

October 10, 1974

Mr. Dave Kucera
City Engineer
P. O. Drawer "P"
Scappoose, OR 97056

Dear Mr. Kucera:

It is planned to submit your proposed project on N.E. 2nd Street from Prairie Street to Columbia Avenue and on S.E. 2nd Street from Santosh Street to Elm Avenue, to the Transportation Commission for consideration of construction (1975) under the Special City Allotment Act (ORS 366.805).

18,000 city

Your proposed project, based on a reconnaissance investigation, is roughly estimated to cost $43,000 for a 44-foot curbed street with sidewalks on both sides. The State's share would be $25,000.

Should the Transportation Commission look with favor on your project, would the City of Scappoose be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating the City's ability and willingness to participate in this project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By
James O. Butler
Cities Engineer

10-31-74
called Dave -
He gave verbal commitment
letter to follow

JOB:ljt

ENGR. ASST. OE AE UE
UPE CE RE RPE

CITY: Scappoose COUNTY: Columbia
SECTION: S.E. 2nd St

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	570	5.00	2,850
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	15	10.-	150
Watering	M-gal.	—		
Level material (3/4-0)	c.y.	—		
Base material (1"-0) 12" thk	~~c.y.~~ s.y.	1350	3.25	4,387.50
Asphalt Class C 3" thk	~~ton~~ s.y.	1350	2.55	3,442.50
Binder	all	all	L.S.	
Concrete inlets	each	4	350.	1,400
Culvert pipe 12" conc	lin. ft.	100	7.25	725
Concrete curbs Type C	~~c.y./lin.ft~~	550	3.00	1,650 } 4750
Conc sidewalk 4" thk	s.y.	310	10.00	3,100 }
Extra for driveways	~~each~~	4	100.	400

*Items include 10% allowance

* 4750 /curbs & walks

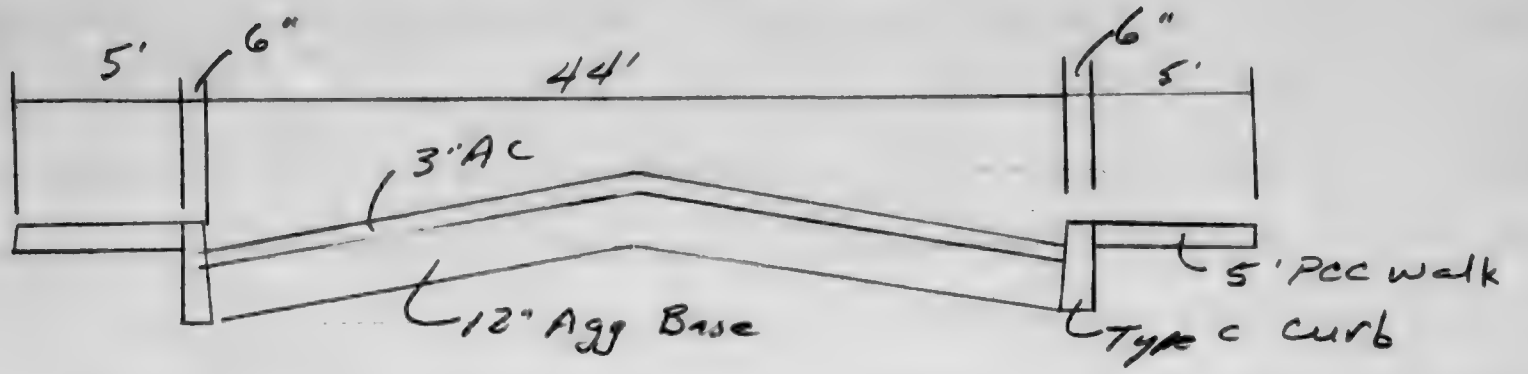
Total	$ 18,605.
Perm. signing ($100/intersection)	200.
Flagging	
Total	$ 18,805
Engineering & contingencies (20%)	3 761
Total	$ 22,566
City's estimated share of survey	
TOTAL ESTIMATED COST	$ 22,566

NE 2nd

$22,566
- 2125 (drainage)
20,441

Total 22 566
20 441
43,007
say $43,000

Scappoose (S.E. 2nd St.)



Proj. length 250'

General Excavation	$\frac{1.25 \times 45 \times 1.1 \times 250}{27}$ =	570	cu. yd.
Trench Excavation	$\frac{2' \times 2' \times 1.1 \times 88'}{27}$	15	cu. yd.
Aggregate Base & AC	$\frac{44 \times 1.1 \times 250}{9}$	1350	S. Y.
Conc Inlets		4	
culvert pipe (12" cmc)		100'	
Conc curb (type c)	$250 \times 1.1 \times 2$	550	lin. ft.
Conc sidewalk	$\frac{5' \times 2 \times 1.1 \times 250}{9}$	310	S. Y.
Extra for approaches		4	

S.C.A. Investigation Data

City of Scappoose Date 9-5-74 Div. 1
Population: 1969 1,600 1974 2460
Street SE 5th

No. previous projects 2
Last project 1968 (year)
Total SCA funds $30,540.23
Funds/capita $ 12.41
Average/capita $

EXISTING

Surface now in place: A.C. X Oil ___ Gravel 5 1/2 rs Concrete ___
Surface width: 24 feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks: Access to new High School - Lots of cars & buses

PROPOSED

Surfacing: A.C. X Oil ___ Other Oil
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: ___ feet
BASE DESIGN: A.C. ___ inches, Leveling ___ inches, Base ___ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.32 mile, ___ feet. Type curb: ___
Remarks: ___

Dry wells - drainage

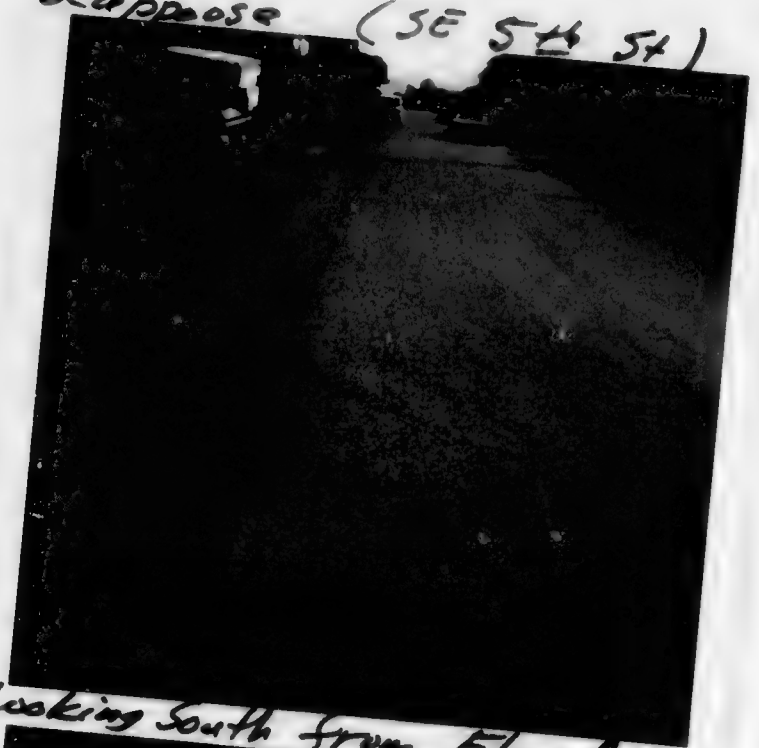
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.			
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.			
Watering	M-gal.			
Level material (3/4-0)	c.y.			
Base material	c.y.			
Asphalt	ton			
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.			

*Items include 10% allowance

$15,000 ±

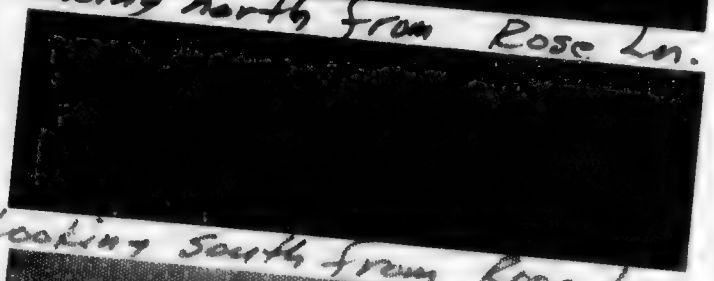
Total $___
Perm. signing ($100/intersection) ___
Flagging ___
Total $___
Engineering & contingencies (20%) ___
Total $___
City's estimated share of survey ___
TOTAL ESTIMATED COST $___

Scappoose (SE 5th St)



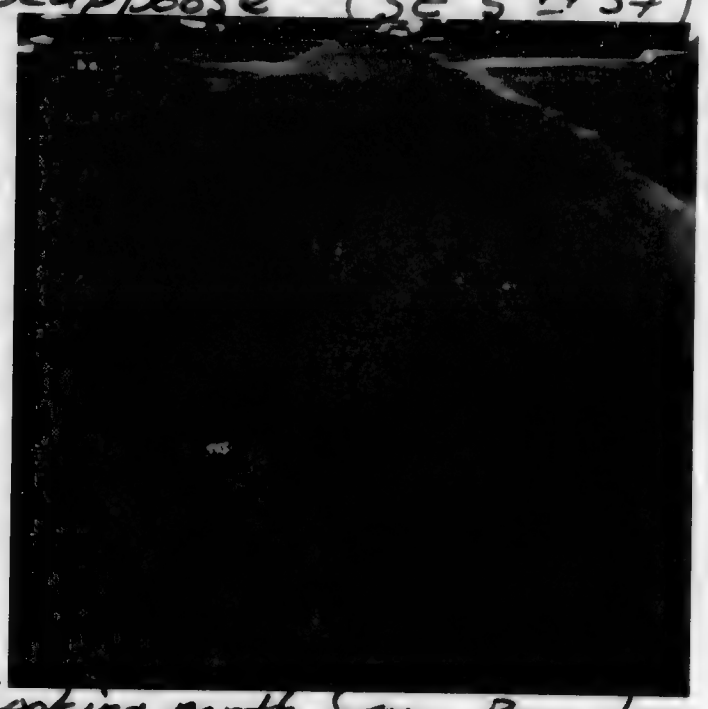
Looking South from Elm Ave

Looking north from Rose Ln.

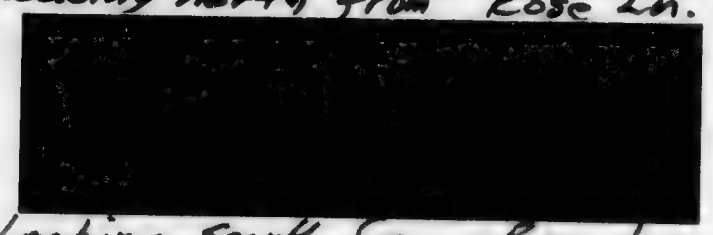


Looking South from Rose Ln

Scappoose (SE 5th St)



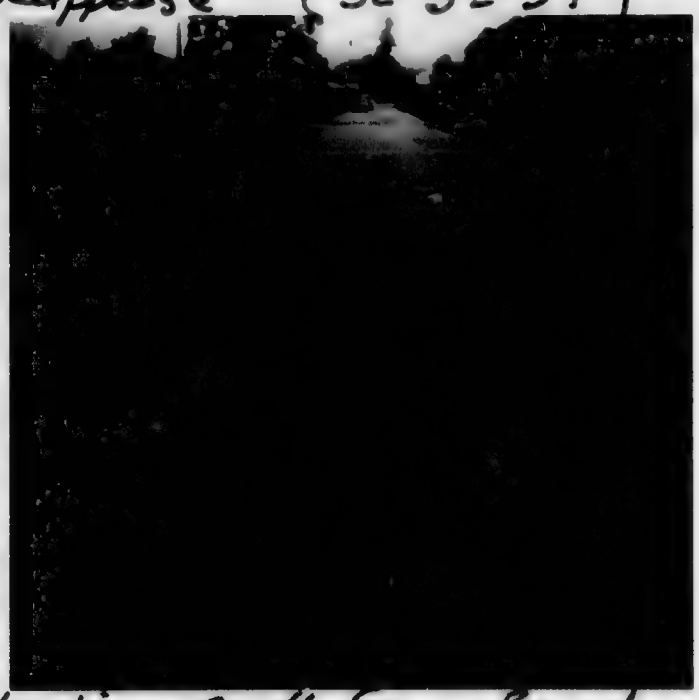
Looking north from Rose Ln.



Looking south from Rose Ln

Looking north from High School

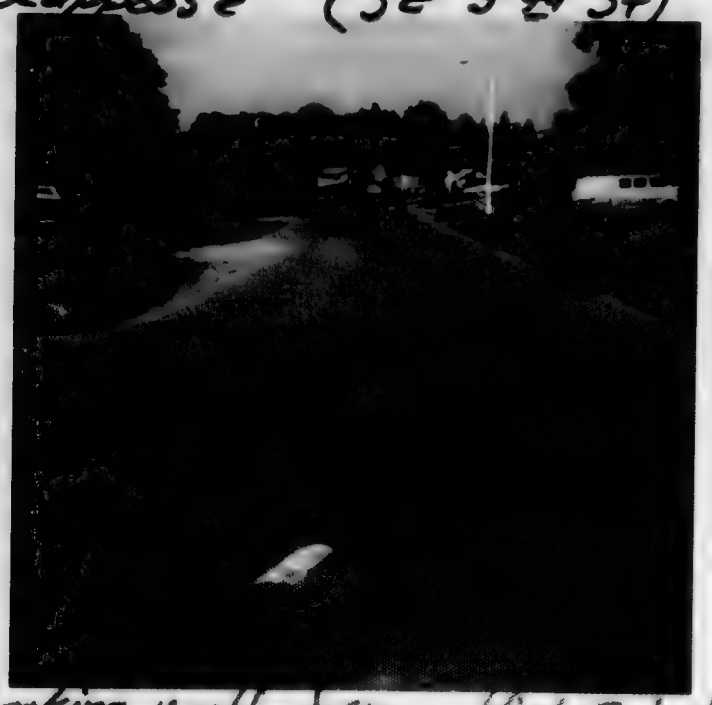
Scappoose (SE 5th St)



Looking South from Rose Ln

Looking North from High School

Scappoose (SE 5th St)



Looking north from High School

8l 3/14 3

S.C.A. Investigation Data

City of Scappoose Date 9-5-74 Div. ___
Population: 19___ ___ 19___ ___
Street SE 2nd

No. previous projects ___
Last project ___ (year)
Total SCA funds $___
Funds/capita $___
Average/capita $___

EXISTING

Surface now in place: A.C. X Oil___ Gravel___ Concrete___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks: Surface is broken & patched - poor condition

PROPOSED

Surfacing: A.C. ___ Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: ___ feet
BASE DESIGN: A.C. ___ inches, Leveling ___ inches, Base ___ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ___ mile, 250± feet. Type curb: ___
Remarks: ___

ESTIMATE

Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.			
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.			
Watering	M-gal.			
Level material (3/4-0)	c.y.			
Base material	c.y.			
Asphalt	ton			
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.			

*Items include 10% allowance

Total $___
Perm. signing ($100/intersection) ___
Flagging ___

Total $___
Engineering & contingencies (20%) ___

Total $___
City's estimated share of survey ___

TOTAL ESTIMATED COST $ 15,000

Sh 2 of 3

Scappoose SE 2nd St.

Looking north from Elm Ave

Scappoose S.E. 2nd St.

Looking south from Santosh St.

S.C.A. Investigation Data

City of Scappoose Date 9-5-74 Div. ___
Population: 19__ ____ 19__
Street NE 2nd

No. previous projects ____
Last project _____ (year)
Total SCA funds $_____
Funds/capita $_____
Average/capita $_____

EXISTING

Surface now in place: A.C. X Oil ___ Gravel ___ Concrete _____
Surface width: _____ feet, Shoulder-shoulder width: _____ feet
C-C width: 34' feet, R/W width: 60 feet
Remarks: Lumber & Telephone trucks

PROPOSED

Surfacing: A.C. X Oil _____ Other _____
Pave. width: 44' feet, Shoulder width _____ feet, C-C width: 44 feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _____ mile, 250± feet. Type curb: _____
Remarks: _____

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.			
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.			
Watering	M-gal.			
Level material (3/4-0)	c.y.			
Base material	c.y.			
Asphalt	ton			
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.			

*Items include 10% allowance

Total $_____
Perm. signing ($100/intersection) _____
Flagging _____
Total $_____
Engineering & contingencies (20%) _____
Total $_____
City's estimated share of survey _____
TOTAL ESTIMATED COST $22,500

Sh 3 of 3

Jcaboose NE 2nd St

Looking South from Prairie St.

Jcaboose NE 2nd St

Looking north from Columbia.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

SCAPPOOSE

COLUMBIA COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 2,175

Scale in Feet

Revised January 1973

Co. Rds. in City 6-13-74

SCA

PROJECT DATA, CITY OF SCAPPOOSE Date APRIL 18, 1974

To be financed by Special City Allotment Fund and necessary city funds.

Street name N.E. 2ND BETWEEN PRAIRIE & (Locate project on attached map.)

RECEIVED
COUNTY & CITY SECTION
JUN 21 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

Project length 220'

DESIRED STREET SECTION:

Standard roadway; width of travel way: _____ feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 44 feet

Remarks PROJECT ENTAILS WIDENING OF EXISTING STREET

Surface now in place: Oil ____ Paving X Gravel ____

Present surface width: 30 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: 60'

Are intersecting streets curbed? Yes X No X

Remarks COLUMBIA IS CURBED, PRAIRIE IS NOT

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place Yes X No ___

Width between present curbs: 32 feet

City to construct curbs? Yes X No ___

To be constructed as part of project? Yes X No ___

Length of desired radius on curb returns: 15 feet

Does city desire special type of curbs? Yes ___ No X

Explain: _____

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes X No___

Present sidewalks, Length: 440 feet; Width: 5 feet

Distance between present sidewalks: 50 feet

Are sidewalks to be constructed as part of project? Yes X No___

Width of sidewalks to be constructed: 5 feet

Are sidewalks to be constructed only on one side of street? Yes___ No X

Are sidewalks to be constructed on both sides of street? Yes X No___

Give: Length to be constructed and On which side of street

220 feet N.___ S.___ E. X W.___

220 feet N.___ S.___ E.___ W. X

Should sidewalks be placed against curbs? Yes___ No X

Is utility strip required? Yes X No___; Width: 3 feet

Remarks EXISTING SIDEWALKS NEED TO BE REPLACED ON WEST SIDE OF STREET

STORM SEWERS -

Now in place? Yes___ No X

If yes, are they adequate for increased flow? Yes___ No X

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes X No___

(Show location of all on city map.)

SANITARY SEWERS -

Now in place? Yes___ No X (NOTE: City to adjust if required.)

If yes, indicate depth of sewers from present surface: _____feet

Remarks _____

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 feet

Remarks 8" C.I. ALONG WEST SIDE STREET

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes X No ___

How many? 2

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks _____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? PORTLAND GENERAL ELECTRIC
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? ROSE VALLEY TELEPHONE

Railroad tracks? Yes ___ No X

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No X

Remarks _____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes X No ___

Driveways? Yes X No ___

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date Now

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

City Sewage Treatment Plant Site
(See attached map STP)

General remarks: _____

By Burt Tolman
Mayor

By Virginia R Sheldon
City Recorder or City Manager

By _____
City Engineer

4-3-74

R E S O L U T I O N No. 89

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Scappoose is an incorporated city of the State of Oregon and has a population of 2470 as given by the latest official census; and

WHEREAS, the following streets of said city, ___

1. N. E. 2nd
2. S. E. 2nd
3. S. E. 5th

RECEIVED
COUNTY & CITY SECTION
APR 4 - 1974
☐ ENGR. ☐ CCSD. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

c-50, 1959 Rev.)

4. That the City of Scappoose does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Eng. Dave Kucera as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2nd day of April, 1974.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Scappoose at a regular ~~or special~~ meeting of said Council, held on the 2nd day of April, 1974, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 3rd day of April, 1974.

Virginia R. Sheldon
City Recorder

(cc-50, 1959 Rev.)

8288 Green Springs Hwy. Jct.- Walker Ave.(Ashland) Sec. of Rogue Valley Hwy. (Illumination) 1975

C/A 5357 6-30-95

#9288

8

August 24, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $1,200 will be made to Hansen Electric Company for work on the Green Springs Hwy. Jct.-Walker Ave. (Ashland) Section of the Rogue Valley Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $29,941.98 including the post-final payment. Of the total $69.07 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Hansen Electric Company
1127 South Broadway
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

8288

August 10, 1977

Hansen Electric Company
1127 S. Broadway
Post Office Box 1228
Coos Bay, OR 97420

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8288 for work on Green Springs Highway Junction-Walker Avenue on the Rogue Valley Highway in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 24 days is granted, leaving 36 days of liquidated damages in effect, amounting to $1,800. This is because of added work (Price Agreements 1, 2 and Extra Work Order 2) for which seven days are granted; Price Agreement 3 for which the last two days of contract time counted are allowed and for 15 days considered an excessive amount of time to review and return the first set of pole drawings. The painting subcontractor change and delay is not a valid reason for extension.

Very truly yours,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
William Maude
Robert Church
Richard Hacek

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 8, 1977

FILE: CON 5 #8288

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

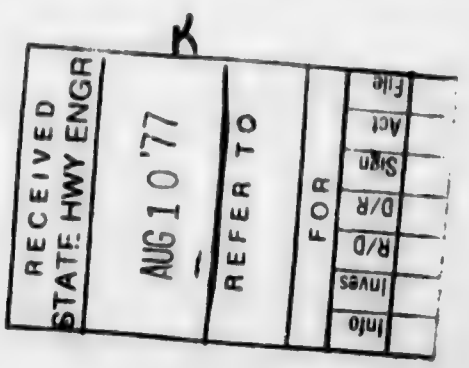
SUBJECT: Green Springs Highway Junction-
Walker Avenue
Contract No. 8288
Request for Time Extension

Hansen Electric Company requests a complete time extension of 60 days on this project citing basically two reasons - a delay in delivery of poles, added work (involves three work orders) and a change in painting subcontractors. Some pertinent dates are:

Bids opened	8-28-75	(5 bidders)
Contract sent	9-11	
Time start	9-23	(180 days allowed)
Ameron pole data submitted to State (The first time)	11-19	
Site work started	3- 3-76	(Time 90% gone)
180 days elapsed	3-20	
Stop work	5-18	(238 days counted)
Resume work	8-2 & 3	
Completion Date	8- 3	
	60 days liquidated damages at $50 per day.	

This contract is to install additional illumination on about three blocks of the Rogue Valley Highway and required 16 new 40-ft. poles. Over two months elapsed from the time the contract was sent until the first pole drawings were submitted to the State. Then corrections were required, so a second submittal of the drawings became necessary. This delay in receiving poles does not seem to be a valid material shortage situation. There is no showing of the scarcity of source material, however, it took an excessive amount of time (33 days) to review and return the first set of drawings. The Resident recommends 15 days for this reason. I concur and believe this would have to be nonparticipating.

Price Agreements 1 and 2 made changes in wiring and conduit work and E.W.O. 2 added minor pipe work, the total of all three orders being $1,137. Based on the actual time to do the work, the Resident recommends 5 days. I believe this should be expanded by 7/5s to account for a full week, so would recommend 7 days for this added work. The last price agreement (No. 3) work was performed in two days after a stop work interval. We would concur in the extension for these 2 days which were also the last 2 days of contract time counted.



The subcontractor change and delay is not a valid reason for extension. There was some 3-1/2 weeks of time counted in April and May when there was no activity just awaiting the painting work. Apparently the illumination was in use then.

The above three recommended items would amount to 24 days extension, leaving 36 days liquidated damages in effect, amounting to $1,800. I find our engineering has overrun about $1,200. We therefore recommend the 24-day extension, 9 days of which is participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

APPROVED
Acting STATE HIGHWAY ENGINEER
DATE: 8/10/77

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

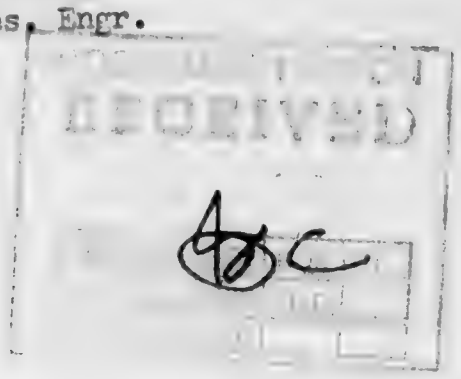
Medford

DATE July 21, 1977

TO A. Shirley Jr.
Reg. Engr.

FROM Wm. H. Maude
Res. Engr.

Vern Neiswanger
Vern Neiswanger
Asst. Res. Engr.



SUBJECT

Green Springs Hwy. Jct.-
Walker Ave. (Ashland)
Contract No. 8288
"TIME EXTENSION REQUEST"

Hansen Electric has requested a total of 60 days time extension for subject project. This office can justify only 22 days of time extension and therefore their request is denied. Going through our records the following information is obtained and correct to the best of our knowledge.

15 It took 18 days for the approved pole drawings to be returned. The un-approved pole drawings was returned after 33 days. It appears that this 33 days was an excessive length of time so we are recommending 15 days extension for the difference in time it took for the two sets of drawings.

5 Work done under Price Agreement No. 1 and 2 and the Extra Work Order was actually completed in 5 days therefore 5 days of extension is recommended.

2 The pole painting under Price Agreement No. 3 was done in 2 days. A stop work order had been issued on May 18, 1976 until this work was started. This work was done on Aug. 2nd. & 3rd. and only the two days was charged. This completed the project and no more days was charged. We recommend just 2 days extension for the PA # 3 pole painting.

last time charged.

22

The ariel cable attachments referred to in their letter of 6-28-77 was only one eye-bolt that should have been removed while working on PA # 1. They did remove this eye-bolt about 2 months later but it only took a few minutes to do it. No time is recommended for this attachment removal.

This office has no record of Hansen contacting any subcontractor other than Roper & Roper for the pole painting.

Job #14175

E-320 (Rev.)—3M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

MAR 17 1977

Oregon State Highway Commission
Salem, Oregon 97310

Date March 14, ..., 19 77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 240 days, within which to complete our Contract No. 8288, without the assessment of liquidated damages. The said contract is described as follows: Green Springs Highway Junction-Walker Ave./Section of Rogue Valley Highway in Jackson County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

11/19/75 Ameron Data - submitted to OSHD
12/22/75 Received & forwarded disapproved submittal data
1/30/76 Ameron Data resubmitted to OSHD
2/17/76 Received approved Ameron submittal data from OSHD. Poles delivered to project.
4/19/76 Sub-contract agreement with painter to replace original sub-contractor who refused to do work. Extra work items performed under price agreement to include revisions to routing of wire. Completion of conduit runs, elimination of overhead wire, add'l pull box and conduits and extra painting of poles.

Respectfully submitted,

HANSEN ELECTRIC COMPANY
Contractor

By John E. Hansen
John E. Hansen, Secty/Treas.

CONSENT OF SURETY

Date March 16, 1977

We, United Pacific Ins Co, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Debbie F. Bunting
Attorney-in-fact

Rudolph W. Juul
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8288 Contractor Hansen Electric Co.

Highway Rogue Valley

Section Green Springs Hwy. Jct.-Walker Ave. (Ashland)

Kind of Work Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~ GRANTED (partial). The reasons for such recommendation are as follows:

See attached letter

It is recommended that only 22 days of the 60 requested be allowed. Construction recommends 24-day extension of contract time, 9 days of which are participating under delegated authority. This leaves 36 days liquidated damages in effect, amounting to $1,800. This extension is because of added work, (Price agreements 1 and 2 and E.W.O. 2), and P.A. No. 3; also because of the excessive amount of time to review and return the ~~first set of pole drawings.~~

Recommended for Approval:

Division Engineer

His Construction Engineer or Resident Engineer

acting State Highway Engineer

Contract No.	8288
Project designation	Fed. HHS-190(20) (State / Federal)
Date awarded	Sept. 5, 1975
Work started	Mar. 3, 1976
Per cent completed	100% Aug. 3, 1976 (Date)
No. of Workdays Allowed	180
No. of Workdays Used	240
No. of Added Workdays Requested	60

SP*8206-734

Hansen Electric Co
1127 S. Broadway — P. O. Box 1228
COOS BAY, OREGON 97420
Telephone 267-2143

ELECTRICAL CONTRACTORS

June 28, 1977

OREGON STATE HIGHWAY DEPARTMENT
P. O. Box 368
Medford, Oregon 97501

Atten: Mr. Bill Maude, Resident Engineer

Re: OSHD CONTRACT #8288

Gentlemen:

We hereby request an extension of contract time on this project from 180 days to 240 days. The request is based upon the special provision allowance for adjustment of contract time due to a delay in delivery of material.

To further substantiate our claim, we wish to bring forth the following dates and related events:

9-23-75 Date of start of project and calendar day count.
9-24-75 Date of purchase order for poles.
11-19-75 Date of submittal of pole drawings.
12-22-75 Date of return of unapproved drawings.
1-30-76 Date of resubmission of pole drawings.
2-17-76 Date of received approved pole drawings.
3-19-76 Date of poles shipped from factory.
3-20-76 Date of contract expiration.
4-19-76 Date of our contract with Roper & Roper to do the painting on this project. Our previous subcontractor refused to do the work.
4-26-76 Date of our letter with price breakdowns for extra work to be performed under price agreement.

We have reviewed the above facts and feel we are justified in requesting an extension of contract time. We understand a delay in processing the pole drawings arose over the state having to wait for another resident engineer's office to verify as built drawings on poles. Pole extensions were to be added to these existing poles. This evidently delayed pole manufacture as the poles were shipped one day prior to the contract completion date.

After starting the project, we encountered several problems in existing conduit that did not conform to the drawings. This required additional materials and labor which was processed through price agreement.

We experienced a further delay in that the firm we had contacted to paint the poles no longer had the equipment to do the project and refused to do the work.

We contracted with Roper & Roper to do this work and encountered some further delay due to their scheduling requirements.

We request the follwoing days of extension for each of the following reasons for delay in pole delivery. We request an additional thirty (30) days.

For work performed under price agreement numbers 1 and 2 and force account, we request an additional ten days.

For painting extension and paint work performed under price agreement number 3, we request eighteen (18) days.

For removal of arial cable attachments not covered under price agreement number 3, we request two (2) days.

The total request is sixty (60) days.

In conclusion I would like to add that this type of project requires great coordination in regards to materials, labor, equiptment, and time. Any delay in one can effect the end result. In this case, late pole delivery caused equipment scheduling problems as well as compounding further delay with regards to our painting subcontractor.

In closing we regret the time delay relating to all phases of this project and hope this explanation will enable you to make a just decision in this matter.

Sincerely yours,

HANSEN ELECTRIC CO.

John E. Hansen

John E. Hansen
Secretary-Treasurer

gh

UNITED PACIFIC INSURANCE COMPANY

HOME OFFICE, TACOMA, WASHINGTON

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, That the UNITED PACIFIC INSURANCE COMPANY, a corporation duly organized under the laws of the State of Washington, does hereby make, constitute and appoint

NELLIE F. GETHING of NORTH BEND, OREGON----------

its true and lawful Attorney-in-fact, to make execute, seal and deliver for and on its behalf, and as its act and deed

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP----------

and to bind the UNITED PACIFIC INSURANCE COMPANY thereby as fully and to the same extent as if such bonds and undertakings and other writings obligatory in the nature thereof were signed by an Executive Officer of the UNITED PACIFIC INSURANCE COMPANY and sealed and attested by one other of such officers, and hereby ratifies and confirms all that its said Attorney(s)-in-fact may do in pursuance hereof.

This Power of Attorney is granted under and by authority of Section 37A of the By-Laws of UNITED PACIFIC INSURANCE COMPANY which provisions are now in full force and effect, reading as follows:

SECTION 37A – ATTORNEYS-IN-FACT

SECTION 1. The Board of Directors, the President, or any Vice-President or Assistant Vice-President shall have power and authority to: (a) appoint Attorneys-in-fact and to authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and (b) to remove any such Attorney-in-fact at any time and revoke the power and authority given to him.

SECTION 2. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power of attorney issued to them, to execute and deliver on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof. The corporate seal is not necessary for the validity of any bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of UNITED PACIFIC INSURANCE COMPANY at a meeting held on the 26th day of October, 1971, at which a quorum was present, and said Resolution has not been amended or repealed:

> "Resolved, that the signatures of such directors and officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereto affixed, this 10th day of June 1976.

UNITED PACIFIC INSURANCE COMPANY

UNITED PACIFIC INSURANCE COMPANY CORPORATE SEAL 1929 WASHINGTON

Morris E. Brown
Executive Vice-President

STATE OF Washington
COUNTY OF Pierce } ss.

On this 10th day of June, 1976 personally appeared MORRIS E. BROWN
Executive
, to me known to be the Vice-President of the UNITED PACIFIC INSURANCE COMPANY, and acknowledged that he executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that Section 37A, Section 1 and 2 of the By-Laws of said Company and the Resolution, set forth therein, are still in full force.

My Commission Expires:

January 15, 19 78

SUZANNE HOLSEY NOTARY PUBLIC JAN 15, 1978 STATE OF WASHINGTON

Suzanne Holsey
Notary Public in and for State of Washington

Residing at Tacoma

I, D. Keith Johnson, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney executed by said UNITED PACIFIC INSURANCE COMPANY, which is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company this 16th day of March 19 77

UNITED PACIFIC INSURANCE COMPANY CORPORATE SEAL 1929 WASHINGTON

D. Keith Johnson
Assistant Secretary

WBDU-1431 ED. 6/74

5288

February 10, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On February 3, 1977, we wrote to you concerning release of final payment on Contract No. 8288 awarded to Hansen Electric Company for illumination on the Green Springs Highway Junction-Walker Avenue Section in Ashland on the Rogue Valley Highway in Jackson County.

Final payment on this contract is $500 and the total contract amount is $28,741.98 including $69.07 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hansen Electric Company
1127 South Broadway
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
A. Shirley

8288

FORM 81-724-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Green Spgs Hwy Jct-Walker Av (Ashland)	WEEK ENDING: September 4, 1976
		SECTION PREFIX: 15-1068
	HIGHWAY: Rogue Valley	COUNTY: Jackson
NAME OF JOB: Green Spgs. Hwy. Jct.-Walker Avenue	KIND OF WORK: Illumination	
CONTRACTOR: Hansen Electric Company	CONTRACT NUMBER: 8288	FEDERAL AID PROJECT NUMBER: HHS-190(20)
DATE OF CONTRACT: September 5, 1975	DATE WORK STARTED: March 3, 1976	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: NA SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 240
PROJECT AUTHORIZATION: $ 36,872.44	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 133
EXCLUSIVE OF ENGINEERING: $ 33,672.14	ENGINEERING AUTHORIZATION $ 3,220.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 33,672.14	ENGINEERING COST TO DATE $ 3,391.33	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 105 %	DATE PROJECT WAS COMPLETED: August 3, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Illumination

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NA

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
SEP 7 1976
CONSTRUCTION SECTION

OF APPROVAL AND/OR AUTHORIZATION

PROGRAM NO.

See b
COUNT
Jack
PROG

ngineer

7

PLAN

ECKED BELOW

ctors.

ve. (Ashland)

imary Route 3
TE ROUTE NUMBER
rimary Route

ERAL ROUTE NUMB

letter of 6-2
ed to proceed
under State
ds $630.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The only work remaining to be done was installation of the inter-connect. This work was agreed to be deleted from the contract by price agreement. Therefore, the project was physically completed on August 3, 1976 and a second notification has been submitted. Work is to be started on the semi-final estimate upon receiving the remainder of paper work for the job from the contractor. No further weekly reports will be submitted.

SIGNED Wm. H. Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

#8288

7-7-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

S-190(20)
STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
HHS-25

COUNTY NAME
Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 14 '76
REFER TO
Rubicon
FOR

Info	Inves	R/W	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-6-75	6-22-76	Primary Route 3	Primary Route 63

GENERAL LOCATION:
"Green Springs Hwy Junction - Walker Ave. (Ashland)"

GENERAL DESCRIPTION OF WORK:
Construct four concrete slope protectors.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXX~~ ~~XXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 6-22-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 at a total estimated cost of $700 - Federal Funds $630.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-7-76	for R. K. Hoosier	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8218

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-130	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-18-75	STATE: Oregon COUNTY: Jackson PROJECT NO.: HH8-190(20)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99, Jct. SR 66 to Walker Ave. (Ashland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-20-75	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	8-7-75	0.0
OTHER *(Specify)*		

FUNDS: Pro-rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 39,773	$ 35,795

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Lundy

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for C. L. Green

Date executed by Division Engineer _____

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

General Files

Oregon State Highway Division
Salem, Oregon, September 15, 1975

Federal Aid Project
No. HHS-190(20)

Green Springs Hwy. Jct.-Walker Ave. (Ashland)

Rogue Valley Highway

Jackson County

Project agreement estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 6,000.00
Type Code Y030			
Highway Lighting (Sta. 14+00 to Sta. 28+00)			
Temporary Protection and Direction of Traffic	All Required		$ 450.00
Temporary Signs	116 sq.ft.	5.00	580.00
Flagmen	40 hours	16.00	640.00
Pole Foundations	All Required		4,848.00
Roadway Lighting Poles and Bracket Arms	All Required		12,648.00
Luminaires and Ballasts	All Required		2,338.00
Switching Conduit, Wiring, Lamps, Etc.	All Required		9,199.00
	Subtotal		$30,703.00
	Engineering		3,070.00
	Total		$33,773.00

Length of Project - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,400.00	$ 600.00
Highway Lighting	33,773.00	30,395.00	3,378.00
TOTAL	$39,773.00	$35,795.00	$3,978.00

Group 1 100%
Contract No. 8288
Prefix No. 15-1068
P.E. 15-1922

Green Springs Hwy. Jct.-Walker Ave. (Ashland)

Rogue Valley Highway

Jackson County

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,500.00

8288

June 30, 1975

Mr. Brian L. Almquist
City Manager
City Hall
Ashland, OR 97520

MISC. CONTRACTS and AGREEMENTS No. 5351

Dear Sir:

Attached for your records is a fully executed copy of a letter-form agreement for installation of illumination on the Rogue Valley Highway (ORE99) between Green Springs Highway and Walker Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Attach.
bc Don Harwell (Conf. agreement attach.)
fkn/hb

TRANSACTION NUMBER 3-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT [illegible]

DATE 3-20-75

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM AUTHORIZATION

(PPM 21-1)

BY (Signature) [illegible]

TITLE [illegible]

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHER [illegible]

STAGE 1* ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 25 THRU ____		FEDERAL FUNDS
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	
25	HHS-190(20)	0.0	46,000	41,400

OTHER IDENTIFICATION AND/OR REMARKS (Stat.)

LOCATION	WORK
GREEN SPRINGS HIGHWAY JUNCTION- WALKER AVE. SECTION (ASHLAND)	PRELIMINARY ENGINEERING, HIGHWAY LIGHTING

NOTED E. S. HUNTER

[illegible] MAR 21 '75 [illegible]

RECEIVED MAR 21 1975 OREG.

REMARKS (Division)

AS REQUESTED IN MR. RULIEN'S MARCH 13, 1975 LETTER WE CONCUR THAT THE ABOVE PROJECT IS A NON MAJOR ACTION AND QUALIFIES FOR TIME SAVING PROCEDURES OF PARAGRAPH 7B OF FHPM 6-8-2.1.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

3-24-75
ORIGINAL TO
L. W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 3-20-75	SIGNATURE AND TITLE [illegible] G. L. [illegible], DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915 [illegible]

3-20-75

9244

8288

RRD 6-2

Robert W. Straub
XXXXXXXXXX

March 13, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulfen
Project Management Engineer

SUBJECT Program Data Submission
Project No. HSS-190(20)

We are submitting program data for one project, Item No. 25, Project No. HHS-190(20), "Green Springs Highway Junction - Walker Ave. (Ashland) Section", which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-Aid Highway Act of 1973.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

Also, we request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, Par. 10e based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office February 25, 1975.

Enclosed are narrative, sketch map, illumination warrent comparison, illumination warrent investigation computation and accident data prepared by our Traffic Section for this project.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

Encl.
JG:ma

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
1974

ILLUMINATION WARRANT INVESTIGATION
Rogue Valley Hwy. - Ashland
Ore. 99, Hwy. #63 - M.P. 20.6 to M.P. 20.8
Section 209
1973 Highway Safety Act

Recommendation:

It would appear that lighting is warranted on the Siskiyou Boulevard section of the Rogue Valley Highway from M.P. 20.6 to M.P. 20.8.

Historical Background:

This investigation is in response to a letter dated Nov. 1, 1974, from Glen L. Clark, Regional Federal Aid Engineer. The Section of Rogue Valley Highway from mile post 20.6 to 20.8 had been illuminated previously, but the lighting was removed during recent reconstruction.

Investigation:

This primary Urban State Highway is 66 feet wide with two lanes of traffic in each direction, no parking, and a center left-turn lane.

This 0.2 mile long section is an Urban Primary, five lane State highway. The section previously had illumination that was removed during reconstruction from 2 to 5 lanes. There are no curves along this section. The intersection of Green Sprgs. Hwy. with Siskiyou Blvd. is controlled by a traffic signal. This section of the road is heavily commercialized and there is considerable nighttime traffic and pedestrian movement to warrant reinstallment of lighting fixtures. The accident record for this section was poor even when lighting was present.

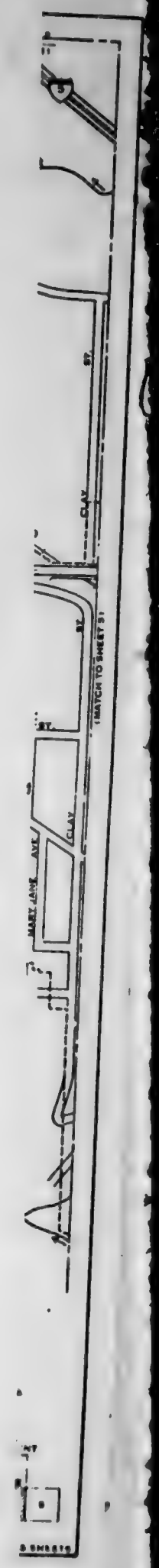
During the period from 1-1-70 to 8-31-74, there were 29 reported accidents of which 34 percent occurred during darkness. For 1972, the overall section accident rate was 14.5 accidents per Million Vehicle Miles. If 20 percent of all travel is assumed to occur during darkness, then the nighttime accident rate is 24.17 accidents per Million Vehicle Miles. The 1972 statewide average accident rate for Urban Primary Non-Freeway State Highway, was 7.09 accidents per Million Vehicle Miles.

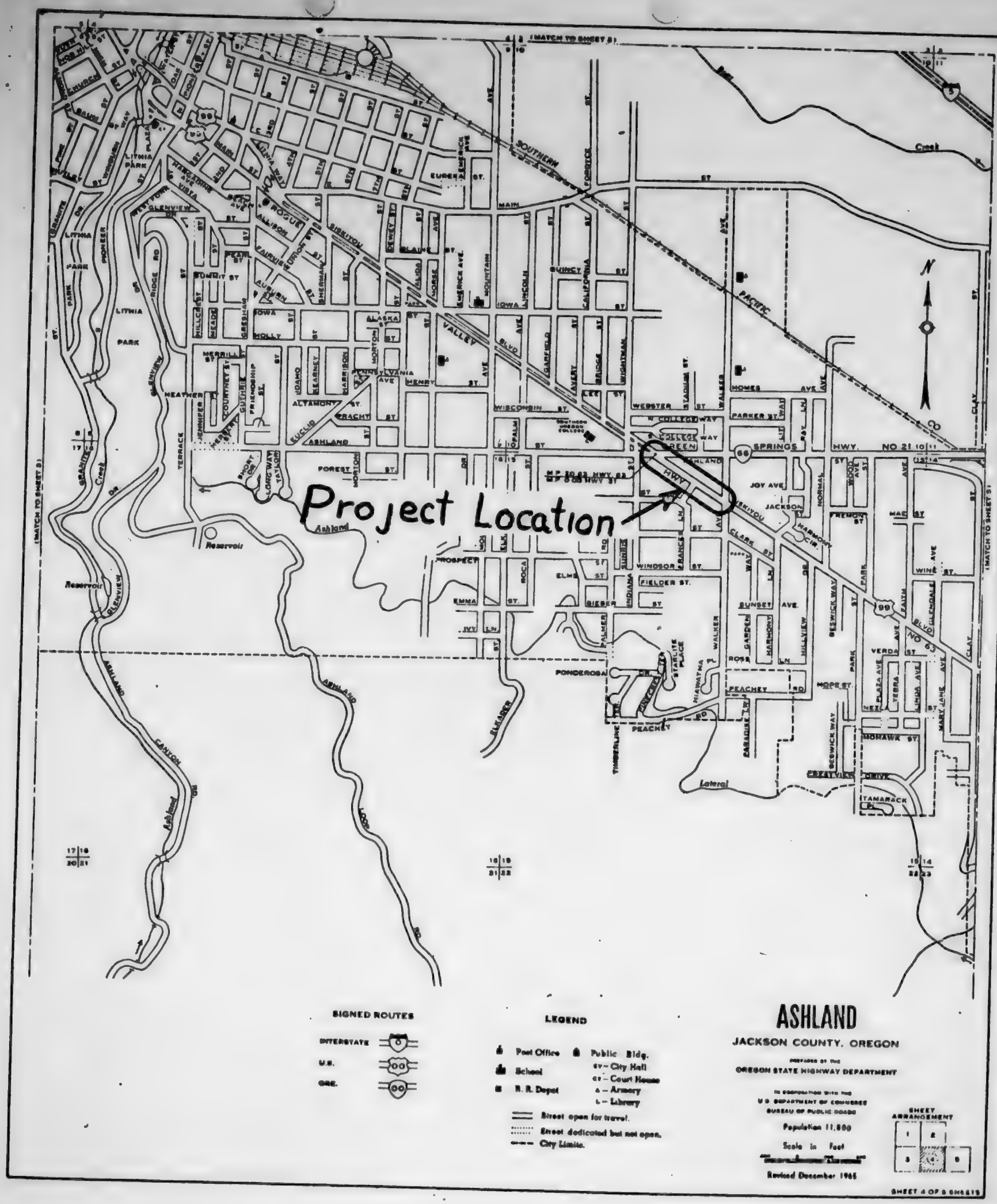
The high level of continuous lighting on the remainder of Siskiyou Boulevard makes the lack of lighting more apparent on this section. A field review of the nighttime conditions here revealed that the variation in lighting and high background lighting makes this section particularly confusing to the motorist.

The estimated cost of this project is $40,000.

The estimated preliminary engineering cost is $6,000.

The estimated date of contract is June, 1975.




Project Location
SOUTHERN PACIFIC
Creek
Reservoir
Reservoir
Lateral
N
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel.
Street dedicated but not open.
City Limits.
ASHLAND
JACKSON COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 11,880
Scale in Feet
Revised December 1965
SHEET ARRANGEMENT
SHEET 4 OF 5 SHEETS

DEPARTMENT OF TRANSPORTATION
Oregon State Highway Division
Traffic Engineering Section

ILLUMINATION WARRANT COMPARISON*

Rogue Valley (HIGHWAY) - Ashland-Jackson (CITY-COUNTY)

ORE 99 63 (ROUTE NO. - HWY. NO.) - MP 20.6 TO MP 20.8

Year	1970	1971	1972	1973 1/	(8 mo.) 1974 1/
Daytime Accidents	5	5	6	2	1
Nighttime Accidents	4	2	3	1	0
Total Accidents	9	7	9	3	1
Average Daily Traffic	8,200	8,200	8,500	8,600	--

	Warrant	Condition
1 Statewide 1972 accident rate for Urban Primary, non-freeway, State Highway (Accidents per million vehicle miles)	7.09	
Section 1972 accident rate.		14.50
2 150% of sections 1972 accident rate.	21.76	
Section 1972 nighttime accident rate.		24.17

1/ Under Construction from September 1973 to October 1974.

* Warrants are those adopted by the Oregon Transportation Commission on July 10, 1973.

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

ILLUMINATION WARRANT INVESTIGATION
COMPUTATION SHEET

City Ashland County Jackson

Route No. Oregon 99 On Street Siskiyou Blvd.

Highway No. 63 Highway Name Rogue Valley

From 0.03 mile north of Green Springs Highway - ORE66 At MP 20.6

To 0.04 mile north of Walker Avenue At MP 20.8

L = Length of Section in Miles 0.2

V = Average Daily Traffic Volume (ADT) for 1972 8,500

A = Motor Vehicle Traffic Accidents from 1-1-70 to 8-31-74 29

a = Motor Vehicle Traffic Accidents for 1972 9

r = Section Accident Rate Per Million Vehicle Miles for 1972

$$r = \frac{a \times 1{,}000{,}000}{L \times (V \times 365)}$$ 14.50

R = 19 72 Accident Rate for Urban Primary, Non-Freeway, St. Hwy. 7.09

a_n = Nighttime Motor Vehicle Traffic Accidents for 1972 . . . 3

N = % of total travel occuring during darkness. 20%

r_n = Section Nighttime Accident Rate per Million Vehicle Miles for 19 72 .

$$r_n = \frac{a_n \times 1{,}000{,}000}{L \times N \times (V \times 365)}$$ 24.17

R_n = 150% Overall section 1972 Accident Rate 21.76

REMARKS:

OREGON STATE HIGHWAY DIVISION

Traffic Engineering Section

Urban Motor Vehicle Accident Listing

LOCATION

City Ashland
Street Siskiyou Blvd.
Hwy. No. 63 Rte. No. Ore 99
From 20.6

To 20.8

Period Covered:
1-1-70 to 8-31-74

	COLLISION TYPE												ALL COLLISIONS	CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous		Fatal	Non-Fatal	Prop. Damage			
Daytime Accidents: 1970			2			3							5		1	4		1	Day and Night Accidents
1971			1			4							5		1	4		1	
1972	2					1			1	2			6		4	2		5	
1973			1			1							2		0	2		0	
8 Mos. 1974						1							1		0	1		0	
Total Daytime	2		4	0		10			1	2			19		6	13		7	
Nighttime Accidents: 1970			2	1					1				4		1	3		2	
1971						1				1			2		2	0		2	
1972	1		1			1							3		0	3		0	
1973										1			1		1	0		1	
1974													0		0	0		0	
Total Nighttime	1		3	1		2			1	2			10		4	6		5	
Grand Total	3		7	1		12			2	4			29		10	19		12	

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

3-13-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Budget [illegible] No. 41-R2067; A[illegible]

U.S. D[illegible]

CARD 2	REPORT NUMBER (110) (200) 1	PROJECT LOCATION (45 typewriter spaces) 21 SR 99, Jct. SR 66 to Walker Ave. (Ashland) 68	ADT	PRESENT 12,900	FUTURE (60) 22,000	YEAR (70) (71) (72) 95	REGION 10	STATE NAME Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., Lighting 62	MATL. FOREST (63) (65)	[redacted]		ENERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 HHS	NUMBER 17 190			
CARD 4	CLASS OF FEDERAL FUNDS (Section 209) High Hazard Locations				COUNTY NAME Jackson			CODE (114) 029			
	NAME OF URBAN AREA 17-31 Ashland				ROUTE NO. P	FEDERAL-AID 3 (32)	STATE 63 (33) (37)	U.S. - -			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1418)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS		SR 99, Jct. SR 66 to Walker Ave. (Ashland)	0.0	6,000	5,400	600	
5					**ROW**							
5					**CONST** (CODE) TOPICS Y030		"Green Springs Hwy. Jct. - Walker Ave. (Ashland) Section"	0.0	40,000	36,000	4,000	
							PROJECT TOTALS	0.0	46,000	41,400	4,600	

(116) (22) (24) (25)

CARD	CODE
1	1
1	14

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item No. [illegible] No. T-5002(2).

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

3-13-75

PROJECT LOCATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 99, Jct. SR 66 to Walker Ave. (Ashland)	ADT	12,900	22,000	95	10	Oregon	41	142	25

WORK (35 typewriter)	NATL. FOREST	ENERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	X Projects Only POST MI.	DESIG.
ing				HHS-	190	(20)		

	COUNTY NAME	CODE	PROGRAM STAGE
9) High Hazard Locations	Jackson	029	
Ashland	ROUTE NO. P / FEDERAL-AID 3 / STATE 63 / U.S. - -		1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE OPICS		SR 99, Jct. SR 66 to Walker Ave. (Ashland)	0.0	6,000	5,400	600		P.E. all phases; Inst. highway lighting.
ROW								
CONST (CODE) OPICS Y030		"Green Springs Hwy. Jct. - Walker Ave. (Ashland) Section"	0.0	40,000	36,000	4,000		ROW - 100' normal; Access control - partial; Parking restrictions- Complete.
	PROJECT TOTALS		0.0	46,000	41,400	4,600		

APPROVAL DATES

REMARKS

Additional Data: Item No. T-35; Project No. T-5002(2).

-over-

USCOMM DUBCOMM-DC 48906-P61

REMARKS - continued

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Install highway lighting.

Right of Way: No additional required.

System Action, Airports, Railroads, Water Development, Historical and Recreation Area: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as this project will not result in alteration of land-use or traffic flow patterns and therefore should not cause any change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District 4.

8289 Front St.-Mill St.(Creswell) 197
Sec. Goshen-Divide & Springfield-
Creswell Hwys.(Grade,pave,signals)

889

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 6-76 & 6-85		County Multnomah
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number TQM-M-9361(1)
MODIFICATION NUMBER 2	5-29-80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 2 ,19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 456,778.00 273,000.00 TQ	$ 493,528.00 273,000.00 TQ
Federal funds	$ 118,915.00 M	$ 150,446.00 M
Other revisions		

This modification is made for the following reasons: To include increase in bid item quantities, additional work under price agreements and extra work orders, and increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of May ,19 80 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon May 21, 1980

Federal Aid Project
No. TQM-M-9361(1)

S.W. Front Ave.-S.W. Slavin Rd. Section
Pacific East Highway
Multnomah County

REVISED PROJECT AGREEMENT

Type Code Y008

Channelization (Sta. 36+00 to Sta. 101+60)

Subtotal of previous estimate of June 22, 1978 $289,869.90

Previous Estimate

Flagman	500 hrs.	18.00	$ 9,000.00
Temporary Signs	400 Sq. ft.	6.20	2,480.00
Class C Asphalt Conc. Mix	1700 ton	17.20	29,240.00
8" Sewer Pipe	40 Lin. Ft.	22.00	880.00
Reinforcement in Walls	44,550 lbs.	0.25	11,137.50
Concrete in Walls	692 C.Y.	143.00	98,956.00
Concrete Curbs	75 C.Y.	95.00	7,125.00
			$158,818.50

Revised Estimate

Flagman	690 hrs.	18.00	$ 12,240.00
Temporary Signs	604.55 Sq. ft.	6.20	3,747.90
Class C Asphalt Conc. Mix	2004.27 ton	17.20	34,473.44
8" Sewer Pipe	155 Lin. Ft.	22.00	3,410.00
Reinforcement in Walls	78,402.24 lbs.	0.25	19,600.60
Concrete in Walls	702.78 C.Y.	143.00	100,497.54
Concrete Curbs	86.14 C.Y.	95.00	8,183.30
Relocate Portland Water Mains (S.F.O. #1)		All Required	6,869.00
			$188,751.78
		Increase	29,933.28
		Subtotal	319,803.18
		Engineering	47,969.82
		Total	$367,773.00

Type Code Y002

Signing (Sta. 36+00 to Sta. 101+60)

Subtotal of previous estimate of June 22, 1978		$93,540.35
Additional Item		
Install "Astro-Bracks" (P.A. #6)	All Required	$ 2,023.00
	Subtotal	95,563.35
	Engineering	14,333.65
	Total	$109,897.00

Type Code Y030

Illumination (Sta. 36+00 to Sta. 101+60)

Subtotal same as previous estimate of June 22, 1978	$ 15,858.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Channelization	$367,773.00	$315,549.00	$26,112.00	$26,112.00
Signing	109,897.00	94,291.00	7,803.00	7,803.00
Illumination	15,858.00	13,606.00	1,126.00	1,126.00
TOTALS	$493,528.00	$423,446.00	$35,041.00	$35,041.00
TQM-Funds (Firm)	$318,200.00	$273,000.00	$22,600.00	$22,600.00
Urban Funds	175,328.00	150,446.00	12,441.00	12,441.00

Group 2-53% TQM Group 3-29% M
Contract No. 8289
Prefix 26-1090

8289

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-14		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	7-7-78	Project Number TQM-M-9361(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 2, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 393,578.00	$ 456,778.00
Federal funds	$ 337,688.00	273,000.00 TQ
Other revisions		$ 118,915.00 M

This modification is made for the following reasons:

To include increase in bid item quantities, increase in cost of contract engineering and approved price agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of July, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

By for: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Gray
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

84717

8289

Gen. File

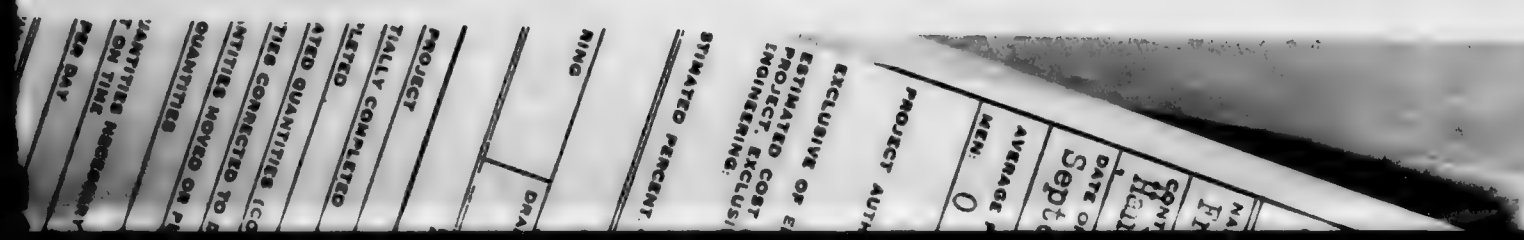
Oregon State Highway Division
Salem, Oregon June 22, 1978

Federal Aid Project
No. TQM-M-9361(1)

S.W. Front Ave.-S.W. Slavin Rd. Section
Pacific East Highway
Multnomah County

Revised Project Agreement Estimate

Type Code Y008			
Channelization (Sta. 36+00 to Sta. 101+60)			
Sub-total on Previous Estimate of April 26, 1977			$250,468.00
Previous Estimate			
Flagman	280 hours	18.00	$ 5,040.00
General Excavation	1,590 Cu. Yd.	5.80	9,222.00
	TOTAL		$ 14,262.00
Revised Estimate			
Flagman	500 Hours	18.00	$ 9,000.00
General Excavation	2,080 Cu. Yd.	5.80	12,064.00
On the Job Trainee-P.A.#1	1,968 Hours	0.80	1,574.40
Construct Wood Stairway-P.A. #2	Lump Sum		475.50
Rem. Exist. Striping & Markers-P.A. #3	Lump Sum		23,300.00
Revise Strain Pole "J"-P.A. #4	Lump Sum		3,730.00
Remove Old & Construct Conc. Retain Wall-P.A. #5	Lump Sum		3,520.00
	TOTAL		$ 53,663.90
	INCREASE		$ 39,401.90
	SUBTOTAL		$289,869.90
	ENGINEERING		43,480.10
	TOTAL		$333,350.00
Type Code Y002			
Signing (Sta. 36+00 to Sta. 101+60)			
Subtotal on Previous Estimate of April 26, 1977			$ 93,540.35
	ENGINEERING		14,029.65
	TOTAL		$107,570.00
Type Code Y030			
Illumination (Sta. 36+00 to Sta. 101+60)			
Subtotal on Previous Estimate of April 26, 1977			$ 13,790.00
	ENGINEERING		2,068.00
	TOTAL		$ 15,858.00



SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Channelization	$333,350.00	$286,014.00	$23,668.00	$23,668.00
Signing	107,570.00	92,295.00	7,637.50	7,637.50
Illumination	15,858.00	13,606.00	1,126.00	1,126.00
TOTAL	$456,778.00	$391,915.00	$32,431.50	$32,431.50
TQM-Funds (Firm)	$318,200.00	$273,000.00	$22,600.00	$22,600.00
Urban Funds	$138,578.00	$118,915.00	$ 9,831.50	$ 9,831.50

Group 2 - 53% TQM Group 3 - 29% M
Contract No. 8289
Prefix 26-1090

8289

July 19, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On July 14, 1977, we wrote to you concerning release of final payment on Contract No. 8289 awarded to Hansen Electric Company for work on the Front Street-Mill Street (Creswell) Section of the Goshen-Divide and Springfield-Creswell Highways in Lane County.

Final payment on this contract is $498.21 and the total contract amount is $43,835.68. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hansen Electric Company
1127 South Broadway
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

Report No. 57

8289

FORM 81-724-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Front St-Mill Street (Creswell)
WEEK ENDING: June 11, 1977
SECTION PREFIX: 120-0505
HIGHWAY: Goshen-Divide and Springfield-Creswell
COUNTY: Lane
KIND OF WORK: Grading, Paving and Signals

NAME OF JOB: Front Street-Mill Street (Creswell)
CONTRACT NUMBER: 8289
FEDERAL AID PROJECT NUMBER: State

CONTRACTOR: Hansen Electric Co.
DATE WORK STARTED: May 6, 1976
ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: September 4, 1975
SPECIFIED WORK DAYS:
WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED CALENDAR DAYS: 280
CALENDAR DAYS USED: 265.0

SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 94.6%

PROJECT AUTHORIZATION: $ 113,154.63
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97.3%

EXCLUSIVE OF ENGINEERING: $ 103,272.13
ENGINEERING AUTHORIZATION: $ 9882.50
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88.5%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 93,904.00
ENGINEERING COST TO DATE: $ 11134.26
This week: 0.00
DATE PROJECT WAS COMPLETED: May 10, 1977

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9.1 %
PERCENT OF AUTHORIZATION 112.7 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100%		100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.04
MILES PARTIALLY COMPLETED					0.00
MILES COMPLETED					0.04
TOTAL ESTIMATED QUANTITIES (CONTRACT)					500 Tons
TOTAL QUANTITIES CORRECTED TO DATE					311 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					311 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE NO.~~	Signal							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY				

Routing: Keasey, Bond, Lackmond, Harwood, Johnson, Walker, Records, Given, B...

RECEIVED
JUN 13 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	Front Street-Mill Street - for week of June 5 thru 11, 1977. (Creswell)
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No activity.

Project work complete except for SPRRCo installing surface planks at rail crossings.

Semi-Final Data submitted June 11, 1977.

FINAL REPORT

SIGNED Ellis H. Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8284

B

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE August 20, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
August 14 and 28 Bid Lettings

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366. Bids were opened August 14 on the following:

1. Barnett Road Undercrossing Section
Pacific Highway, Jackson County

Grade, Pave and Structure

Five- to eight-foot sidewalks will be provided.

2. Modoc Point (Units C and D) Section
The Dalles-California Highway, Klamath County

Grade, Pave and Rock Fallout Protection

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

3. Malheur River Bridge Section
Olds Ferry-Ontario Highway, Malheur County

Grade, Pave and Structure

Same as No. 2. Eight-foot shoulders will be provided.

Bids will be opened August 28 on the following projects:

1. Nelson Point Interchange-Spout Creek Section
Old Oregon Trail Highway, (I-80N), Baker County

Rock Protection Fence Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Ten-foot shoulders exist on I-80N.

2. Bluff Road-Tenevck Road (Sandy) Section
Mt. Hood Highway, Clackamas County

Grading, Paving and Signals Project

Grading and paving incidental to signalization. Sidewalks exist. Curb ramps are being provided.

3. "A" Avenue at 8th Street (Lake Oswego) Section
FAS 690 (City Street), Clackamas County

Signal Modification Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Oswego Creek Bridge Section
FAUS Route 0205, Clackamas County

Grading, Paving and Structure Project

Grading and paving incidental to bridge construction. Six-foot sidewalks will be provided.

5. Hubbard Interchange (Southbound O'Xing Structure)
Pacific Highway (I-5), Clackamas County

Paving Project (replacement of bridge deck surface)

Ten-foot shoulders are provided on the structure.

6. Oregon Coast Highway at "U" Street
Seaside, Clatsop County

Traffic Signal Project

No highway work. Class III bike lane exists on US101 in this area.

7. Scappoose (S.E. Second Street) Section
Columbia County

Grading and Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

8. Green Springs Highway Junction-
Walker Avenue (Ashland) Section
Rogue Valley Highway, Jackson County

Illumination Project

Same as No. 3.

9. Front Street-Mill Street (Creswell) Section
Goshen-Divide and Springfield-Creswell Highways
Lane County

Grade, Pave and Signals Project

Asphaltic concrete sidewalk exists. Four-foot shoulders provided.

10. Miller Road-Stemple Creek Section
Siletz Highway, Lincoln County

Grading and Placing Aggregate Project

No surfacing being placed under this contract.

11. 13th Street S.E. at Hines Street S.E. (Salem) Section
FAUS 5051, Marion County

Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Sidewalks exist.

12. Rural Avenue-Vista Avenue (Salem) Section
Pacific Highway East, Marion County

Signals Project

Same as No. 11.

13. Memaloose Safety Rest Area-Idaho State Line Section
Columbia River and Old Oregon Trail Highways between
M.P. 73 and M.P. 378 (I-80N), Five Counties

Sign Shelters Project

Same as No. 3.

14. Tualatin Valley Highway at S.W. 198th Avenue Section
Tualatin Valley Highway, Washington County

Grading, Paving and Signals Project

Grading and paving incidental to signalization project. Six-foot sidewalks provided.

15. Park Street (Burns) Section
City Street, Malheur County

Grading and Paving Project

Same as No. 7.

16. Saginaw Avenue North (Hines) Section
City Street, Harney County

Grading and Paving Project

Same as No. 7.

17. Siletz River Bridges, Lincoln County

Maintenance Painting

Same as No. 3.

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

RS:mc/DES:jp ja

.8290 Miller Rd.-Stemple Cr. Sec. 1975
. Siletz Hwy.
.(Grad., & placing aggr. base)

8240

August 23, 1976

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 19, 1976, we wrote to you concerning release of final payment on Contract No. 8290 awarded to Roy Norquist for work on Miller Rd.-Stemple Cr. Section of the Siletz Highway in Lincoln County.

Final payment on this contract is $6,036.07 and the total contract amount is $120,721.32. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

khr

cc: Roy Norquist
P. O. Box 308
Sweet Home, OR 97386

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

8290

July 19, 1976

Roy Norquist
P. O. Box 508
Sweet Home, OR 97386

Dear Mr. Norquist:

We have reviewed your request for an extension of time on Contract No. 8290 for work on the Miller Road-Stemple Creek Section of the Siletz Highway in Lincoln County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of six days is granted because of a late Price Agreement (No. 2) and the direction of the hourly rental operations by the State.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson (enc.)

JAB:fr ja

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 23, 19 76

FILE:

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 175 days to 181 days, within which to complete our Contract No. 8290, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

We were instructed to proceed with the work by the State Highway Dept. We were also told when to discontinue our work. Our equipment and crew were always available when we were allowed to work. All material and supplies were on hand. Also one change order was issued in order to complete the work.

Respectfully submitted,

Roy Norquest
Contractor

By

CONSENT OF SURETY

Date June 28, 1976, 19

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By (L. W. Neff) (SEAL)
Attorney-in-fact

HANSFIELD AGENCY
By
Resident Agent

REFER TO
FOR
Info
Inves
R/D

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8290 Contractor Roy Norquist

Highway Siletz

Section Miller Road - Stample Creek

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows: 1. Price Agreement No. 2 calling for 1/4"-0 key material was issued June 24, 1976, the final day of work, and is basis for granting that particular day.

2. Rental equipment was furnished and worked as directed by the Oregon State Highway Division. On equipment rental projects such as this one, it then becomes our obligation with the aid of good weather to complete the project within the authorized time. The weather and winter work conditions prevented doing this on this particular project.

Recommended for Approval:

Harold Kamet
Division Engineer

Robert A. Bork
for Construction Engineer ~~or Bridge Engineer~~

E O Hunter
Deputy State Highway Engineer

SP*8296-734

Contract No.	8290
Project designation	State (State-Federal)
Date awarded	9/4/75
Work started	9/22/75
Per cent completed	100% 6/24/76 (Date)
No. of Workdays Allowed (Calendar)	175
No. of Workdays Used (Calendar)	181
No. of Added Workdays Requested	6

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 15, 1976

FILE: CON 5 #8290

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Miller Rd.-Stemple Cr. Section
Contract No. 8290
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Contractor Roy Norquist requests a 6-day extension of time on this State project. The work was just completed June 24 with 6 days liquidated damages accrued at $100 per day. The grading work was performed on an hourly rental basis with some 19 separate hourly rate bid items involved covering a majority of the contract amount. A contract time on this kind of job has a much narrower application, I believe. As long as the contractor provides the equipment in a timely way for the work we are directing, there is no basis to fault the performance. A late price agreement to add some fines to the surfacing was initiated at the final inspection and required one extra day anyway. A stop work order could have been utilized last November when it was too wet to work in order to conserve the time, but this was not done. When the project was advertised and the contract time was set, it was contemplated that the project would have to be finished in the spring of 1976 and this objective has been accomplished.

We concur in the field recommendations for a complete time extension. A rough draft letter to the contractor for that purpose is attached.

JAB:fr

Att.

cc: Robert Church

OK

RECEIVED
STATE HWY ENGR
JUL 15 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8290

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Miller Rd - Stemple Cr.		WEEK ENDING: July 10, 1976
		SECTION PREFIX: 121-1610
HIGHWAY: Siletz		COUNTY: Lincoln
NAME OF JOB: Siletz Equipment Rental	KIND OF WORK: Grading	
CONTRACTOR: Roy Norquist	CONTRACT NUMBER: 8290	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept. 4, 1975	DATE WORK STARTED: Sept. 22, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: /work 175	WORK DAYS USED: /work 181
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 103
PROJECT AUTHORIZATION: $ 152,674.75		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 140,568.36	ENGINEERING AUTHORIZATION: $ 12,106.	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 121,759.82	ENGINEERING COST TO DATE: $ 33,069 *	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 13.4 %	PERCENT OF AUTHORIZATION 273 %	DATE PROJECT WAS COMPLETED: June 24, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK) Semi-final submitted 7/9/76

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.33	1.33			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.33	1.33			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		4150 Ton			
TOTAL QUANTITIES CORRECTED TO DATE		2540 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3180 CY			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Sctd Clouds	181		
MONDAY	Sctd. Clouds	181		
TUESDAY	Sctd. Clouds	181		
WEDNESDAY	Rain	181		
THURSDAY	Sctd. Clouds	181		
FRIDAY	Cloudy	181		
SATURDAY				

Routing
Keasey K Richards
Bond Glenn
Jackmond Berg
Harwood
Johnsen
Walker

RECEIVED
JUL 12 1976
CONSTRUCTION SECTION

BEN GIFFORD

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
July 4 76 SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
July 10 SATURDAY	

REMARKS

* Does not include permanent monumenting of the R/W Survey.

Project completed 6/24/76 - Semi-final submitted 7/9/76.

SUMMARY OF ENGINEERING EXPENSES

	Con Staking	Con Insp	Mce Insp	R/W Survey	Admin & Misc.	Total
to date	3175	7334	2358	9725	10477	33069
to complete	0	0	0	2700	231	2931
	3175	7334	2358	12425	10708	36,000

SIGNED H. W. Matthews LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 18, 1975

FILE: CON 5 #8290

FROM: John A. Bond
Construction Administration Engineer

TO: Gerald Wimer
Regional Construction Engineer

SUBJECT: Miller Road-Stemple Creek
Contract No. 8290
Engineering Charges

You pointed out the necessity to do additional survey work to prepare R/W descriptions on this project. The fact that this will aggravate the engineering charges and percentage has been discussed here and with Mr. Coulter. It is suggested that these property description costs be segregated just by the resident engineer so that they can be identified if there is an opportunity to transfer them later. It may work out that budget limitations and a further review would sanction their transfer to the right-of-way acquisition.

JAB:fr

cc: H. S. Coulter

NOTED
H.S. COULTER

RECEIVED
NOV 19 1975

8291 13th St. SE at Hines St.SE 1975
(Salem) Sec. on FAU 1555
(Traffic signal installation)

C/A 5370 · 7-1-75

November 17, 1976

Seaboard Surety Company
90 William St.
New York, NY 10038

Gentlemen:

On November 12, 1976, we wrote to you concerning release of final payment on Contract No. 8291 awarded to L. K. Comstock & Co., Inc., for traffic signal installation on 13th Street S.E. at Hines Street S.E. in Salem on FAU 1555 in Marion County.

Final payment on this contract is $1,098.84 and the total contract amount is $21,976.88. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

ee L. K. Comstock & Co., Inc.
136 West 9th St.
Albany, OR 97321

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8291

Marion

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON 97310

DATE SEPTEMBER 27, 1976

TO C.O. FREDRICKSON
REGION 2 ENGINEER

FROM WARREN E. MUELLER
RESIDENT ENGINEER

1 Versteeg ✓
1 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
NOV 0 9 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

SUBJECT NARRATIVE REPORT
13th STREET @ HINES STREET S.E.
MARION COUNTY
FAP HIS 1555(4)
CONTRACT NO. 8291
PREFIX 324-1099

The contract was awarded to L.K. Comstock September 24, 1975. After a normal waiting period the material was delivered from the manufacterer, and the contractor installed it. The actual construction of the project was about as smooth and worry free as one could expect. The contractor was well organized and used capable help.

As usual the main problem came from the City of Salem. The contractor completed his work May 26, 1976. At that time we prepared to activate the signal. The City of Salem asked us not to do that until the S.P.T.C. had completed their work at the crossing on Hines St.. The City felt the R/R pre-empt should be working at the same time the signal was activated. We issued a Stop Work Order to the contractor to avoid charging liquidated damages and waited until July 7, 1976 to activate the signal. When we activated the signal with R/R pre-empt traffic began backing up on Hines St. because of the R/R switching at the crossing. The City then requested we leave the R/R pre-empt disconnected. To date the pre-empt remains inoperative.

R.

A minor problem resulted from a design error, discovered when we activated the signal. Bob Judson, Electrical Superintendent, determined the #10 main service wire had too much internal resistance causing a 9 volt drop to the controller and dimming the lights. We wrote a P.A. and paid Comstock $185.00 to replace the #10 wire with #6. They completed that work July 20, 1976

WEM/db
cc: REGION 2
file

STATEMENT OF OVERRUNS AND UNDERRUNS
13th ST. S.E. @ HINES ST. S.E. (SALEM)
FAU 1555 MARION COUNTY
FAP HIS-1555(4) CONTRACT NO. 8291
HRIFIX 324-1099

ITEM	ORIGINAL AMOUNT	SEMI-FINAL ESTIMATE	+/-.%
CONTRACTED BID ITEMS	$21,982.00	21,791.88	-0.86
ANTICIPATED ITEMS			
SIGNAL CONTRALLER TESTING	500.00 SFO 1	780.00	+56.0
PERM PVMT STRIPING	100.00	0.00	
CONTINGENCIES			
PA#1 REVISE SERVICE		185.00	
	.1,016.19	185.00	-81.79
ENGINEERING	2,258.20	2,385.05	+5.62
TOTAL CONTRACT COST	$25,856.39	25,141.93	-2.76

ITEM#	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
1	Temp Protection & Direction of Traffic	L.S.	100	100	0.00
2	Temporary Signs (Used plan recommended by Uniform Traffic Manual.)	Sq.Ft.	80	99.75	+24.69
3	Flagmen	Hr.	40	22	-45.0
4	Traffic Signal Installation Complete	L.S.	100	100	0.00

*****

8291

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: 13th ST. S.E. @ HINES ST. S.E.	SECTION: 13th St. S.E. @ Hines St. S.E.	WEEK ENDING: AUGUST 14, 1976
		SECTION PREFIX: 324-1099
	HIGHWAY: FAU-1555(13th St.)	COUNTY: MARION
	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: L.K. COMSTOCK & CO. INC.	CONTRACT NUMBER: ~~8391~~ 8291	FEDERAL AID PROJECT NUMBER: HHS-1555(4)
DATE OF CONTRACT: SEPTEMBER 24, 1975	DATE WORK STARTED: NOVEMBER 17, 1975	ESTIMATED COMPLETION DATE: JULY 20, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 240
PROJECT AUTHORIZATION: $25,856.39	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $23,598.19	ENGINEERING AUTHORIZATION $2,258.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $23,598.19	ENGINEERING COST TO DATE $2,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 88 %	DATE PROJECT WAS COMPLETED: JULY 20, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8				
MONDAY 9				
TUESDAY 10				
WEDNESDAY 11				
THURSDAY 12				
FRIDAY 13				
SATURDAY 14				

Routing
Keasey K
Bond B
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
AUG 17 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	*****NO ACTIVITY ALL WEEK*****
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete, Notified City of Salem and awaiting letter of acceptance. Have received letter from City of Salem explaining need to leave R.R. intertie inoperative. Have received letter from Wm. R. Zirbes concuring with the city.

SIGNED [signature] LOCATION SALEM

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8291

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O.M.B. No. 04-R2089
MONTHLY TRANSACTION NO.	**FEDERAL-AID PROJECT AGREEMENT**	STATE: Oregon
10-76	10-7-75	COUNTY: Marion
		PROJECT NO.: HHS-1555(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., 13th St. S.E. at Hines St. S.E. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-28-75	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	8-7-75	0.0
OTHER (Specify)		

FUNDS: Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 26,790	$ 24,111

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By E. W. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for G. L. Green

Date executed by Division Engineer OCT 7 1975

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

-Aid Proje
-1555(4)

2,500.00

450.00
360.00
620.00

552.00

982.00

00.00

2.00
8.00

).00

.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, October 1, 1975

Federal-Aid Project
No. HHS-1555(4)

13TH ST. S.E. AT HINES ST. S.E. (SALEM)
FAU-1555, SALEM
MARION COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,500.00

Type Code Y031
Traffic Signals (13th St. at Hines St.)

Temporary Protection and Direction of Traffic	All Required		$ 450.00
Temporary Signs	80 sq.ft.	4.50	360.00
Flagmen	40 hour	15.50	620.00
Traffic Signal Installation, Complete	All Required		20,552.00
			$ 21,982.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 100.00
	Subtotal	$ 22,082.00
	Engineering	1,708.00
	Engineering (Signal Controller Testing)	500.00
	Total	$ 24,290.00

Length of Project - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 2,500.00	$ 2,250.00	$ 250.00
Traffic Signals	24,290.00	21,861.00	2,429.00
Total	$26,790.00	$ 24,111.00	$2,679.00

Group 1 - 100%
Contract No. 8291
Prefix No. 324-1099
324-1976 P.E.

8291

8291

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

7-28-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-1555(4)

STATE PROJECT NO.
13th St SE at Hines St SE

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
HHS-31

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 30 '75
REFER TO
FOR
Info. | Inves. | R/D | R/W | Const. | Mtce. | Other

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	July 28, 1975	Urban Route 1555	City Street

GENERAL LOCATION:
City Street - 13th St. SE at Hines St. SE City of Salem

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Section 209 - High Hazard Location. Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program memorandum of July 28, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's June 16, 1975 letter you are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval for a total estimated amount of $2,500.00 - federal funds $2,250.00.

7-30-75
ORIGINAL TO
L.W. Rulien
w/att.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28	C R Burghardt fa	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8291

July 1, 1975

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5370

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement for the installation of a two-phase traffic signal interconnected with the existing signal at the intersection of 13th and Hines Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Attach.
bc Don Harwell (Conf. agree. attach.)
fkn/hb

8291

June 16, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. HSS-1555(4)

We are submitting program data for one project, Item No. 31, Project No. HHS-1555(4), "13th St. SE at Hines St. SE (Salem) Section", which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established be the Federal-Aid Highway Act of 1973.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

Also, we request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office, February 25, 1975.

Enclosed are narrative, accident data and sketch map prepared by our Traffic Section for this project.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

DRH:bz
Enclosure

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMEN
BUREAU O

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM FR-1 (REV. 4-61)

6-16-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (25 typewriter spaces): City St., 13th St. SE at Hines St. SE (Salem) 21 — ADT — PRESENT: 12,300* — FUTURE: 22,300* (69) — YEAR: 95 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon — STATE CODE: 41 (2)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., Traffic Signals 28 32 — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AREA (69) — DA CLASSIF. (70) — DA AREA (71)(72) — EMERG. YR. (73)(74) — PL. AUTH YR (75)(76) — PROJECT NUMBER: PREFIX LETTER(S): HSS- 14 23 — NUMBER: 1555 7 — SEQ. NO.: (4)

CARD 4 — CLASS OF FEDERAL FUNDS: (Section 209) High-Hazard Locations — COUNTY NAME: Marion — CODE: 047 (14)(16)

NAME OF URBAN AREA: Salem 17-31 — ROUTE NO. U — FEDERAL-AID: 1555 (32) — STATE: City St. (36)(37) — U.S.: - - (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CH PR (F
1	(1&2)	(10)	41	42	43 46	52		(54) (58)	(59) (66)	(67) (76)			
5					PE TOPICS		City St., 13th St. SE at Hines St. SE (Salem)	0.0	2,500	2,250		250 (City)	P.E. a Instal signals
5					ROW								
8					CONST (CODE) TOPICS Y031		"13th St. SE at Hines St. SE"	0.0	32,000	28,800		3,200 (City)	ROW - Access Parkin no par
							PROJECT TOTALS	0.0	34,500	31,050		3,450 (City)	

(116) (23)(24) (33) REMARKS

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

* Traffic entering intersection

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-16-75

LOCATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t., 13th St. SE at Hines St. SE (Salem	ADT	12,300*	22,300*	95	10	Oregon	41	142	31

NATL. FOREST	FH ROUTE NO.	SUF'X AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
							HSS-	1555	(4)		

tion 209) High-Hazard Locations

Salem

COUNTY NAME: Marion — CODE: 047

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	1555	City St.	- -

PROGRAM STAGE: [ ] 1 OR [X] 2

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	City St., 13th St. SE at Hines St. SE (Salem)	0.0	2,500	2,250		250 (City)	P.E. all phases; Install traffic signals.
	"13th St. SE at Hines St. SE"	0.0	32,000	28,800		3,200 (City)	ROW - 60 Min.; Access Control-None; Parking restrictions- no parking east side
	PROJECT TOTALS	0.0	34,500	31,050		3,450 (City)	

REMARKS

* Traffic entering intersection

-OVER-

USCOMM DUSCOMM-DC 48808-P61

13th St. S.E. at Hines St. S.E. Section

Project No. HHS-1555(4)

Existing Facilities:

13th Street S.E. (FAU 1555). . . 30-foot curbed bituminous surfaced roadway 2 lanes northbound with parking on west side of street. (Northbound portion of couplet)

Hines Street S.E. . . . . 30-foot curbed bituminous surfaced roadway 2 way 2 lane with no parking on one side of street.

Adjacent Sections: Same as above.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Install traffic control signal interconnected with signal at 13th and Mission and railroad crossing signal on Hines.

System Action, Railroads, Water Development, Historical and Recreational Areas: None involved.

Airports: Salem Municipal Airport (McNary Field) is inside the city limits and lies easterly within two miles of this project, but the proposed facility will not cause any conflict with the operation of the airport.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA, February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District No. 2.

8292 Rural Ave.SE-Vista Ave. SE 1975
(Salem) Sec. Pac. Hwy. E.
(Traffic signal revision)

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-194		State Oregon
PROJECT REPORT NUMBER		County Marion
MODIFICATION NUMBER 1	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number HHS-176(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 18, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project		
Federal funds	$ 39,657	$ 44,483
Other revisions	$ 35,691	$ 40,030

This modification is made for the following reasons:

To include cost of approved State Force Orders.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of March, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
~~Asst~~ G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

8717

GEN. FILES

Oregon State Highway Division
Salem, Oregon March 21, 1977

Federal Aid Project
No. HHS-176(23)

Rural Ave. S.E.-Vista Ave. S.E. (Salem)
Pacific Highway East
Marion County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering

Type Code Y031			$ 4,000.00
Traffic Signals (Rural Ave. to Vista Ave.)			
Temporary Protection and Direction of Traffic	All Required		$ 450.00
Temporary Signs	350 sq.ft.	3.00	1,050.00
Flagmen	160 hours	13.50	2,160.00
Traffic Signal Installation, Completed	All Required		28,756.00
SFO #2 Channelization	All Required		2,957.00
SFO #3 Revise Control Cable	All Required		1,430.00
Subtotal			$36,803.00
Engineering			2,680.00
Engineering (Signal Controller Testing)			1,000.00
TOTAL			$40,483.00

Length of Project - - - - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 4,000.00	$ 3,600.00	$ 400.00
Traffic Signals	40,483.00	36,430.00	4,053.00
TOTAL	$44,483.00	$40,030.00	$4,453.00

Group 1 - 100%
Contract No. 8292
Prefix No.: 24-1001
24-1977 P.E.

8202

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-128	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-18-75	STATE: Oregon COUNTY: Marion PROJECT NO.: HES-176(23)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99, Rural Ave. to Vista Ave. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-10-75	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	8-7-75	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 39,657	$ 35,691

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for G. L. Green

Date executed by Division Engineer SEP 16 1975

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

General Files

Oregon State Highway Division
Salem, Oregon, September 15, 1975

Federal Aid Project
No. HHS-176(23)

Rural Ave. S.E.-Vista Ave. S.E. (Salem)
Pacific Highway East
Marion County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering			$ 4,000.00

Type Code Y031
Traffic Signals (Rural Ave. to Vista Ave.)

Temporary Protection and Direction of Traffic	All Required		$ 450.00
Temporary Signs	350 sq.ft.	3.00	1,050.00
Flagmen	160 hours	13.50	2,160.00
Traffic Signal Installation, Completed	All Required		28,756.00
	Subtotal		$32,416.00
	Engineering		2,241.00
	Engineering (Signal Controller Testing)		1,000.00
	Total		$35,657.00

Work Retained in Program Status

Channelization at Vista Ave. (S.F.)	All Required	$ 2,500.00
	Subtotal	$ 2,500.00
	Engineering	250.00
	Total	$ 2,750.00

Length of Project - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 3,600.00	$ 400.00
Traffic Signals	35,657.00	32,091.00	3,566.00
Subtotal	$39,657.00	$35,691.00	$3,966.00
Retained in Program	2,750.00	2,475.00	275.00
Total	$42,407.00	$38,166.00	$4,241.00

Oregon State Highway Division
Salem, Oregon, September 15, 1975

Federal Aid Project
No. HHS-176(23)

Group 1 - 100%

Contract No. 8292

Prefix No. 24-1001
P.E. 24-1977

8292

May 26, 1976

Seaboard Surety Company
90 William Street
New York, NY 10038

Gentlemen:

On May 20, 1976, we wrote to you concerning release of final payment on Contract No. 8292 awarded to L. K. Comstock & Co., Inc., for work on the Rural Avenue S.E.-Vista Avenue S.E. (Salem) Section of the Pacific Highway East in Marion County.

Final payment on this contract is $1,580.89 and the total contract amount is $31,617.75. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc L. K. Comstock & Co., Inc.
136 West 9th
Albany, OR 97321

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8292

43

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: RURAL AVE. S.E. VISTA AVE. S.E.		WEEK ENDING: APRIL 30, 1976
		SECTION PREFIX: 24-1001
HIGHWAY: PACIFIC HIGHWAY EAST		COUNTY: MARION
NAME OF JOB: RURAL AVE. S.E. - VISTA AVE. S.E.(SALEM)	KIND OF WORK: TRAFFIC SIGNAL REVISION	
CONTRACTOR: L.K. COMSTOCK & CO. INC.	CONTRACT NUMBER: 8292	FEDERAL AID PROJECT NUMBER: HHS-176(23)
DATE OF CONTRACT: SEPTEMBER 5, 1975	DATE WORK STARTED: NOVEMBER 17, 1975	ESTIMATED COMPLETION DATE: MARCH 12, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 173
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 93
PROJECT AUTHORIZATION: $ 41,123.82	ENGINEERING AUTHORIZATION $ 3,591.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 37,506.75	ENGINEERING COST TO DATE $ 1,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 37,506.75		DATE PROJECT WAS COMPLETED: MARCH 12, 1976
ESTIMATED PERCENT: OVERRUN / UNDERRUN 4 %	PERCENT OF AUTHORIZATION 45 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Clear			
MONDAY 26	Cloudy			
TUESDAY 27	Clear			
WEDNESDAY 28	Showers			
THURSDAY 29	Clear			
FRIDAY 30	Clear			
SATURDAY 1				

Routing

Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
MAY 3 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 25	No Activity
MONDAY 26	No Activity
TUESDAY 27	No Activity
WEDNESDAY 28	No Activity
THURSDAY 29	Contractor did final cleanup of items noted in final inspection.
FRIDAY 30	No Activity
SATURDAY 1	No Activity

REMARKS

Project complete. Semi-final submitted April 14, 1976.
Final inspection was held Thursday April 22, 1976.
Minor cleanup noted in final inspection completed.
City work remains to be completed.
FINAL REPORT.

SIGNED William E Mueller LOCATION SALEM

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

(Rev. 8-70)

OREGON STATE HIGHWAY DIV ON

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon ect agreement if required.

BY G K Hansen

Contract No. 8292

TITLE

Order No. 4-227-76

DATE

FEDERAL HIGHWAY ADMINISTRATION

Section RURAL AVE. S.E. - VISTA AVE. S.E. Date MARCH 26, 19

Highway PACIFIC HIGHWAY EAST F.A.P. No. HHS-176(23)

County MARION Prefix 24-1001 Account No. 282-02

Description of Work To Be Done: REPLACE EXISTING CONTROL CABLE AND SPAN WIRE. INSTALL TERMINAL CABINETS AND GROUNDING.

Location by Station Numbers: RURAL, HOYT, BOICE AND ALICE STREETS AT S. COMMERCIAL ST.

Estimate of Quantities and Costs:

MATERIAL	QUANTITY	UNIT COST	COST
12/14 control cable	220 ft.	$533/1000 ft.	$117
10/14 " "	440 ft.	421/ "	185
7/14 " "	200 ft.	302/ "	60
5/14 " "	150 ft.	238/ "	35
4/14 " "	515 ft.	203/ "	105
2/12 " "	300 ft.	135/ "	40
Messenger	1000 ft.	170/ "	170
Strandvise Clamps	28 ea.	3/ ea	84
Ground Rods	4 ea.	9/ ea	36
Terminal Cabinets	15 ea.	40/ea	600
		TOTAL LUMP SUM	$1,432.00

Explanation:
This project has been completed by the contractor as per plan. The work is required for continued functioning of the system. The contractor has moved off the project and has no interest in doing the work. It is in the public interest that this work be completed by City forces with State furnished material.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ 41,123.82

Present estimate of project cost, including $ 1,432.00 for work under this order $ 41,123.82

Expected under-run / over-run (amount) . . . . . $ 0.00

Expected under-run / over-run (per cent) 0.00

Space to right of this line is for use of Salem Office

Submitted by: Warren E. Mueller Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For Construction Engineer

Approved: Chief Engineer

Form A-103 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8292

Order No. 1.2

APPLYING TO CONTRACT PROJECTS

Date 12-2, 1975

Section RURAL AVE. S.E.- VISTA AVE. S.E.

F.A.P. No. HHS-176(23)

Highway PACIFIC HIGHWAY EAST

Prefix 24-1001 Account No. 221-01

County MARION

Description of Work To Be Done: CHANNELIZATION OF PACIFIC HIGHWAY EAST @ VISTA AVE S.E.

APPROVED EFFECTIVE DATE 1/2/76
Contingent upon modification of project agreement if additional funds are required.

BY [signature]
Engineering Coordinator
TITLE

DATE 1/2/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: INTERSECTION OF PACIFIC HIGHWAY EAST AND VISTA AVE S.E.

Estimate of Quantities and Costs: TOTAL COST $2597.00 (MATERIAL $1,048; EQUIPMENT $620; LABOR $929)

	ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	SIDEWALK REMOVAL	35	sq.yd.	$3.00	$105.00
2	CURB REMOVAL	210	lin.ft.	1.00	210.00
3	EXCAVATION	28	cu.yd.	3.00	84.00
4	BASE ROCK	12	cu.yd.	5.50	66.00
5	ASPHALT CONCRETE	10	cu.yd.	35.00	350.00
6	TYPE "C" CURB	150	lin.ft.	3.00	450.00
7	SIDEWALK, 4" CONC.	39	sq.yd.	10.00	390.00
8	REMOVE STRIPPING	1,350	lin.ft.	0.36	486.00
9	STRIPPING	2,850	lin.ft.	0.16	456.00

Explanation: THIS WORK WAS RECOMMENDED BY OUR TRAFFIC SECTION BECAUSE THIS INTERSECTION MEETS THE REQUIRED WARRENTS FOR THIS WORK. THIS WORK WAS INCLUDED IN THE PROJECT AUTHORIZATION.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 41,123.82
Present estimate of project cost, including $2,957.00 for work under this order	$ 41,123.82
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0.00

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: [signature] Construction Engineer

SP*12830-734

Transaction Number 6-104

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 06-10-75

BY (Signature): L.W.Rulien's June 3, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ~~Section 209~~

STAGE 1* ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 29 THRU ____		FEDERAL FUNDS
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	
29	HHS-176(23)	0.0	$43,000	$36,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Rural Avenue-Vista Avenue (Salem) Section Marion County State of Oregon	Preliminary Engineering Signals and channelization

RECEIVED
JUN 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 13 '75
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

NOTED
E. S. HUNTER

REMARKS (Division)

I concur that this project is a non-major action as set forth in FHPM 7-7-2 and qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

You are authorized to proceed with all phases of preliminary engineering necessary to obatin PS & E approval.

6-17-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		06-10-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-48
(Rev. 8-71)

GPO 915-899

8292

PRO 6-2

Robert W. Straub
XXXXXXXXXXX

June 3, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. HSS-176(23)

We are submitting program data for one project, Item No. 29, Project No. HHS-176(23), "Rural Ave.-Vista Ave. (Salem) Section", which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-aid Highway Act of 1973.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

Also, we request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office, February 25, 1975.

Enclosed are narrative, accident data and sketch map prepared by our Traffic Section for this project.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

DRH:bb
Enc.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H.Q.

FORM PR-1 (REV. 4-61)

6-3-75

Budget Bureau No. 41-R2067; A

U.S. D

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (1-19) (20)	PROJECT LOCATION (45 typewriter spaces) 21		ADT	PRESENT	FUTURE (66)	YEAR (70) (71) (72)	REGION	STATE NAME			
	1	SR 99E, Rural Ave. to Vista Ave. (Salem) 60			25,600	44,000	95	10	Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62		NATL. FOREST (63) (68)	FH ROUTE NO. (69) (88)	SUPV AGCY (89)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14		NUMBER 28 7
	P.E., Traf. Signals, Channelization									HHS-		176
CARD 1	CLASS OF FEDERAL FUNDS (Section 209) High Hazard Locations							COUNTY NAME Marion			CODE (14) 047	
	NAME OF URBAN AREA (17-31) Salem							ROUTE NO. p	FEDERAL-AID 3 (22)	STATE 1E (36)	U.S. (37) --	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43 46)	WORK STEP (53)	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
1	(1-4&5)	(16)	41	42								
5					PE TOPICS		SR 99E, Rural Ave. to Vista Ave. (Salem)	0.0	3,000	2,700	300	
5					ROW			0.0	40,000	36,000	4,000	
5					CONST (CODE) TOPICS Y008 Y031		"Rural Ave.-Vista Ave. (Salem) Sec."	0.0	43,000	38,700	4,300	
							PROJECT TOTALS		(18)	(23) (24)	(33)	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February

FORM PR-1 (REV. 4-61)

6-3-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
R 99E, Rural Ave. to Vista Ave. (Salem)	ADT	25,600	44,000	95	10	Oregon	41	142	29

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
, Channelization								HHS-	176	(23)		

n 209) High Hazard Locations

Salem

COUNTY NAME: Marion — CODE: 047

ROUTE NO. p — FEDERAL-AID: 3 — STATE: 1E — U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		SR 99E, Rural Ave. to Vista Ave. (Salem)	0.0	3,000	2,700	300		P.E. all phases, upgrade existing traffic control signals at 5 intersections and channelization for left-turn lanes at one intersection.
OPICS								
OW								
ONST (CODE)		"Rural Ave.-Vista Ave. (Salem) Sec."	0.0	40,000	36,000	4,000		ROW-60' min.; Access control-none; Parking restrictions-complete.
OPICS Y008 Y031								
		PROJECT TOTALS	0.0	43,000	38,700	4,300		

PROVAL DATES — REMARKS

-OVER-

USCOMM DUSCOMM-DC 44900-P6

RURAL AVE.-VISTA AVE. (SALEM) SECTION
PROJECT NO. HHS-176(23)

Existing Facility: Curbed four-lane bituminous surfaced roadway with traffic signals at the intersections of Rural Avenue, Hoyt Street, Boice Street, Alice Avenue and Vista Avenue. The aforementioned traffic signals are two-phase with Alice Avenue semi-actuated.

Adjacent Sections:

North End -- Curbed four-lane bituminous surfaced roadway.
South End -- Four-lane bituminous surfaced roadway.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.

2. Upgrading the existing traffic control signals, at the preceding listed five intersections, with the work consisting of the following:

   a. Add new signal heads where needed, including 12" lens on all red signals.

   b. Replace controllers with multi-dial type and add semi-actuated operation at Boice Street.

3. Channelization to provide a left-turn refuge lane for northbound and southbound traffic at Vista Avenue by widening the existing facility, which work consists of grade, drain, high-type surface and pavement markings.

System Action, Railroads, Water Development, Historical and Recreational Areas: None involved.

Airports: Salem Municipal Airport (McNary Fie
the city limits and lies easterly within two m
project, but the proposed facility will not cau
with the operation of the airport.

IM 50-1-70 Requirements: Exempt from State Cle
District 3 Clearinghouse A-95 review under wor

Urban Transportation Planning (PPM 50-9): Not
the project will not result in an alteration o
traffic flow patterns that would require a sig
in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action proje
by FHWA, February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under
cedures" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional Distric

ISTA AVE. (SALEM) SECTION
CT NO. HHS-176(23)

rbed four-lane bituminous surfaced roadway
t the intersections of Rural Avenue, Hoyt
Alice Avenue and Vista Avenue. The afore-
als are two-phase with Alice Avenue semi-

ed four-lane bituminous surfaced roadway.
-lane bituminous surfaced roadway.

osed project consists of the following:

preliminary engineering.

existing traffic control signals,
ing listed five intersections, with
isting of the following:

ignal heads where needed, including
on all red signals.

ontrollers with multi-dial type and
actuated operation at Boice Street.

n to provide a left-turn refuge lane for
d southbound traffic at Vista Avenue by
existing facility, which work consists
n, high-type surface and pavement mark-

s, Water Development, Historical and
ne involved.

Airports: Salem Municipal Airport (McNary Field) is outside the city limits and lies easterly within two miles of this project, but the proposed facility will not cause any conflict with the operation of the airport.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA, February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District No. 2.

8294 Tualatin Valley Hwy. @ 198th 1975
Ave. Sec. Tualatin Valley Hwy.
(Grade, pave & traffic signals)

C/A 5454 - 9-24-75

8294

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

3-30-83

29

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Tualatin Valley Highway at 108th Avenue

REGION: Metro

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
29	Tualatin Valley	FROM 7.28 TO	

☒ URBAN ☐ RURAL

CITY:

COUNTY: Washington

ROAD/STREET NAME:

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
ORE8	FAP 32	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 0.6
RIGHT OF WAY	$ 0
ROADWAY	$ 0
STRUCTURES	$ 0
SIGNALS	$ 0
ILLUMINATION	$ 5.0
TEMPORARY PROTECTION	$ 0.5
	$
40% ENGINEERING & CONTINGENCIES	$ 2.0
TOTAL CONSTRUCTION	$ 7.5
TOTAL ESTIMATE	$ ~~7.5~~

PROJECT DATA

GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	✓
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	8

RIGHT OF WAY

FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	None
RIGHT OF WAY ACQUISITIONS	(S,C,A)	None

CONSTRUCTION BY

☐ CONTRACT ☒ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE ☐ OTHER _____

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	Title II HES	

RECOMMENDED PROGRAM REVISIONS

		FUNDS	CUR YR	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL	SECTION			$
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	0	0
SIGNALS (#)	4	4
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	34,000	---
YEAR OF AVERAGE DAILY TRAFFIC	1981	---

DEFINE THE PROBLEM

Nighttime problem of seeing pedestrians.

1 Versteeg ✓
Anderson
2 Adams A
Macnab
3 Stoudenmeyer ON
Terpin
4 Trout F
Wakerlig

RECEIVED
MAR 30 1983
ROAD DESIGN SECTION

Watson kg

Do Not File ☐
Return To
Bring Up ____/____/____
Action

PROPOSED SOLUTION

Install luminaires on existing traffic signal poles.

	DATE
REQUESTED, REGION ENGINEER X	
APPROVED, ASST HWY ENG FOR OPERATIONS X	
APPROVED, ASST HWY ENG FOR ADMINISTRATION X	

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Tualatin Valley Highway at 198th Avenue

REGION
Metro

PROJECT JUSTIFICATION

During the last 5.5 years, there has been a total of 69 accidents at this intersection with 21 occurring during hours of darkness. The day exposure rate is 0.88 and night exposure rate is 1.53. To qualify for illumination using our guidelines for illumination, the night exposure rate needs to be a minimum of 50 percent greater than the day rate. At this intersection, the night rate exceeds 1.32, therefore, this intersection qualifies for illumination.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Tualatin Valley Highway at 198th Avenue

REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95		SIGNS (PERMANENT)	E	STORM SEWER	N	AIRPORT CLEARANCE		WETLANDS	
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	E	LANDSCAPING	N	CONDITIONAL USE		SENSITIVE LAND	
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN		CULTURAL RESOURCE	
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS		DEQ INDIRECT SOURCE	
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD		DEQ NON-POINT SOURCE WATER	
FIELD SURVEY	N	RR CROSSING	E	DISPOSAL SITE	N	STATE LANDS		SECTION 106	
VICINITY MAP	S	RR PROTECTION	E	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS		NOISE STUDY	
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING		SECTION 4(F)	
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS		OLD (#) / NEW (#)	
						UTILITIES		(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
								×								
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 2/28/83

734-1912 (7-82)

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

KEY ID #

SECTION
Tualatin Valley Highway at 198th Avenue

REGION
Metro

ESTIMATED RIGHT-OF-WAY IMPACTS

None.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Installation of illumination should reduce accidents during hours of darkness.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Washington County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Tualatin Valley Highway at 198th Avenue

REGION
Metro

Tualatin Valley Hwy SURVEY AUTHORITY 5F29

AUTHORIZATION NO.
1

PREFIX
34-1954

DATE
12-23-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		100	920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		400	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

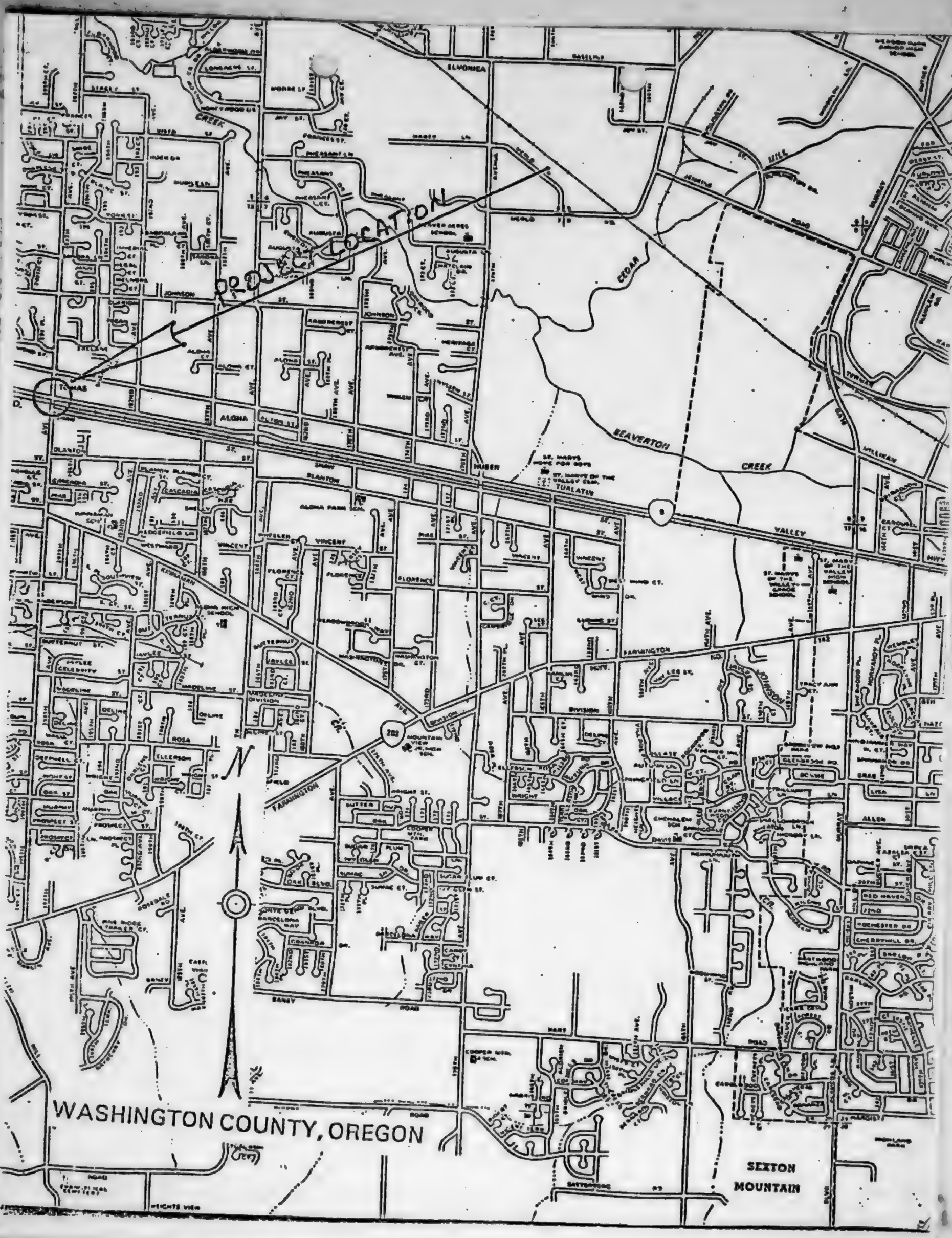
	TOTALS	$ $ 600
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER HES-32(13)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER S REMARKS

Approved by Hwy Eng'r 1-4-83

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Thomas E. Stevens	DATE 3/3/83
RECOMMENDED REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X for	DATE 2-28-83
RECOMMENDED, LOCATION ENGINEER X Harold E. Philpin	DATE 2/28/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-24-83	

TM-1014 (7-82)


ELVONICA
CREEK
CEDAR
BEAVERTON
CREEK
HUBER
ALOHA
VALLEY
FARMINGTON
ROAD
WASHINGTON COUNTY, OREGON
SEXTON
MOUNTAIN

State

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 3-201		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Washington
MODIFICATION NUMBER: 1	3-24-77	Project Number: HHS-183(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 18, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 56,878.00	$ 62,434.00
Federal funds	$ 51,190.00	$ 56,190.00
Other revisions		

This modification is made for the following reasons:

Increase in cost of preliminary engineering field work and price agreement, extra work order, and state force orders.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of March, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By _____

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

GEN. FILES

Oregon State Highway Division
Salem, Oregon March 21, 1977

Federal-aid Project
No. HHS-183(15)

TUALATIN VALLEY HWY. AT 198TH AVE. SECTION

TUALATIN VALLEY HIGHWAY

WASHINGTON COUNTY

Revised project agreement estimate

Type Code P.E.		
Preliminary Engineering	All Required	$ 5,100.00
Type Code Y008		
Channelization (Sta. 166+73.56)		
Subtotal on previous estimate of September 15, 1975		$48,435.00
Previous Estimate		
Class "C" Asphalt Concrete	205 ton 30,000	$ 6,150.00
		$ 6,150.00
Revised Estimate		
Class "C" Asphalt Concrete	254.97 ton 30,000	$ 7,649.10
P.A. #2	All Required	478.27
E.W.O. #1	All Required	409.84
S.F.O. #3	All Required	300.00
S.F.O. #5	All Required	1,000.00
		$ 9,837.21
	Increase	
	Subtotal	$ 3,687.21
	Engineering	$52,122.21
	Engineering (Signal Controller testing)	4,461.79
		750.00
	TOTAL	$57,334.00

Length of Project - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,100.00	$ 4,590.00	$ 510.00
Channelization and Signals	57,334.00	51,600.00	5,734.00
TOTAL	$62,434.00	$56,190.00	$6,244.00

Group 1 100%
Contract No. 8294
Prefix No. 34-1072
PE 34-1975

8294

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-129	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-18-75	STATE: Oregon COUNTY: Washington PROJECT NO.: HHS-183(15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 8, 2.7 mi. West of West City Limits of Beaverton

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-21-74	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	8-8-75	0.0

FUNDS Pro-rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 56,878	$ 51,190

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for G. L. Green

Date executed by Division Engineer _____

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

General Files

Oregon State Highway Division
Salem, Oregon, September 15, 1975

Federal-aid Project
No. HHS-183(15)

TUALATIN VALLEY HWY. AT 198TH AVE. SECTION

TUALATIN VALLEY HIGHWAY

WASHINGTON COUNTY

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,600.00

Type Code Y008
Channelization (Sta. 166+73.56)

Temporary Protection and Direction of Traffic	All Required		$ 1,200.00
Temporary Signs	184 sq.ft.	5.75	1,058.00
Flagmen	80 hour	12.50	1,000.00
General Excavation	170 cu.yd.	20.00	3,400.00
Class "C" Asphalt Concrete	205 ton	30.00	6,150.00
8-inch Sewer Pipe	20 lin.ft.	15.00	300.00
Concrete Inlets, Type G-1	2 only	395.00	790.00

Type Code Y031

Traffic Signal Installation, Complete	All Required	33,437.00
		$47,335.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 100.00
Railroad Protective Cost	All Required	1,000.00
		$ 1,100.00
	Subtotal	48,435.00
	Engineering	4,343.00
	Engineering (Signal Controller Testing)	500.00
	Total	$53,278.00

Length of Project - - - 0.00 Mile

ROAD DESIGN SECTION
376
Do not File
Receiver Keep
Return To
Bring Up
Other
ONLY

Work Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 100.00
Aloha-Huber Water District	All Required	1,000.00
	Subtotal	$ 1,100.00
	Engineering	110.00
	Total	$ 1,210.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 3,600.00	$ 3,240.00	$ 360.00
Channelization and Signals	53,278.00	47,950.00	5,328.00
Subtotal	56,878.00	51,190.00	5,688.00
Retained in Program	1,210.00	1,089.00	121.00
TOTAL	$58,088.00	$52,279.00	$5,809.00

Group 1 100%
Contract No. 8294
Prefix No. 34-1072
PE 34-1975

ROAD DESIGN SECTION
1976
Do not File
Return To
Bring Up
Other
Receiver Keep
Requires Approval
Requires Reply
ONLY

8274 8-30-76 29

TUALATIN VALLEY HWY. AT 198TH AVE.
GRADING, PAVING AND SIGNALS
WASHINGTON COUNTY
CONTRACT No. 8294

NARRATIVE REPORT

AFTER AN ELAPSE OF 196 CALENDAR DAYS, WORK FINALLY BEGAN WITH THE FORMING AND POURING OF TWO CONCRETE INLETS AND THE PLACING OF SEWER LINES WHICH WERE CONNECTED TO EXISTING INLETS. THIS ACTIVITY LASTED ONE WHOLE DAY AND NO OTHER WORK WAS PERFORMED UNTIL THREE WEEKS LATER WHEN THE PRIME CONTRACTOR STARTED EXCAVATING AND POURING THE POLE BASES.

DURING THE FOLLOWING WEEK, THE SIGNAL POLES WERE DELIVERED AND INSTALLED. ALSO, THE PAVING SUB-CONTRACTOR MOVED IN, EXCAVATED THE NORTH APPROACH TO GRADE AND PLACED THE ASPHALT BASE IN TWO LIFTS. UNFORTUNATELY, A FEW SOFT SPOTS DEVELOPED IN THE SUBGRADE AS WELL AS IN THE BASE AND, AS A RESULT, AN EXTRA WORK ORDER WAS REQUIRED TO CORRECT THIS. REMOVAL OF THE DEFECTIVE BASE TOOK ABOUT THREE HOURS AND THE PLACING OF THE WEARING COURSE WAS THEN ACCOMPLISHED WITHOUT ANY FURTHER DIFFICULTY.

IN THE MEANTIME, WIDENING OF 198TH AVENUE SOUTH OF THE HIGHWAY, WAS STARTED BY COUNTY FORCES AND THE SOUTHERN PACIFIC CREWS STARTED WORKING ON THE RAILROAD CROSSING SIGNALS AND DROP ARMS. THIS ACTIVITY DELAYED THE ELECTRICAL CONTRACTOR FOR A FEW DAYS, AS THE LOOP DETECTOR WIRING COULD NOT BE INSTALLED SOUTH OF THE HIGHWAY.

AS SOON AS POSSIBLE, THE ELECTRICAL CONTRACTOR STARTED WORKING ON THE LOOP AND FEEDER WIRING AND THIS WAS FINISHED ON MAY 18. ON THE FOLLOWING DAY, THE SALEM ELECTRICAL CREW DELIVERED THE CONTROLLER EQUIPMENT AND TESTED THE SIGNALS. ONE CIRCUIT MALFUNCTIONED AND THE SIGNALS HAD TO BE TURNED ON A FLASHING BASIS UNTIL THE DEFECTIVE CIRCUIT COULD BE CORRECTED. THIS WAS ACCOMPLISHED ON MAY 26 AND THE SIGNALS WERE TURNED ON A FULLY ACTUATED BASIS. THE CLEAN UP AND MINOR CORRECTIVE WORK WAS FINISHED THE FOLLOWING WEEK.

THE PROJECT OVERRAN ONE CALENDAR DAY FOR A PENALTY OF $50.00 WHICH WAS THE ONLY PENALTY ASSESSED.

REFERRED TO

Board — Read
2 Cole — Sample
3 Erikson — 1 Watson
Hagar — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 0 3 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8294

August 27, 1976

US Fidelity & Guaranty Co.
Portland Office
520 S. W. 6th Avenue
Portland, OR 97204

Gentlemen:

On August 20, 1976, we wrote to you concerning release of final payment on Contract No. 8294 awarded to Olson Electric Company, Inc. for work on S. W. 198th Avenue of the Tualatin Valley Highway in Washington County.

Final payment on this contract is $2,437.99 and the total contract amount is $49,160.03 including $409.84 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Olson Electric Company, Inc.
200 E. 5th
Vancouver, WA 98660

NOTED ON ...
8-27-76 (ter)

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8294

FINAL WEEKLY REPORT

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: TUALATIN VALLEY HWY. AT S W 198TH AVE.		WEEK ENDING: JUNE 5, 1976
		SECTION PREFIX: 34-1072
HIGHWAY: TUALATIN VALLEY		COUNTY: WASHINGTON
NAME OF JOB: TUALATIN VALLEY HWY. @ S W 198 TH	KIND OF WORK: GRADING, PAVING AND SIGNALS	
CONTRACTOR: OLSON ELECTRIC Co.	CONTRACT NUMBER: 8294	FEDERAL AID PROJECT NUMBER: HHS 183 (15)
DATE OF CONTRACT: SEPTEMBER 5, 1975	DATE WORK STARTED: MARCH 31, 1976	COMPLETION DATE: MAY 26, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 241
PROJECT AUTHORIZATION: $ 47,335.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100.4
EXCLUSIVE OF ENGINEERING: $ 42,331.00	ENGINEERING AUTHORIZATION $ 5,003.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 43,000.00	ENGINEERING COST TO DATE $ 3,728.29	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 74.5%	DATE PROJECT WAS COMPLETED: MAY 26, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	TRAFFIC SIGNALS						
PERCENT		100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY MAY 30	RAIN	0	0	
MONDAY MAY 31	RAIN	0	0	
TUESDAY JUNE 1	SHOWERS	0	0	
WEDNESDAY 2	FAIR	0	0	
THURSDAY 3	FAIR	0	0	
FRIDAY 4	FAIR	0	0	
SATURDAY 5		0	0	

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUN 7 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	MAY 30	NO ACTIVITY
MONDAY	MAY 31	ELECTRICAL CONTRACTORS WORK COMPLETE EXCEPT FOR MINOR ELECTRICAL ADJUSTMENTS AND CLEANUP. NO ACTIVITY ALL WEEK. WASHINGTON COUNTY TO COMPLETE SIDEWALKS AND CURBS.
TUESDAY	JUNE 1	
WEDNESDAY	2	
THURSDAY	3	
FRIDAY	4	
SATURDAY	5	

REMARKS

STATUS TO DATE: PROJECT COMPLETE EXCEPT FOR MINOR ADJUSTMENTS AND CLEANUP.

NEXT WEEK: WASHINGTON COUNTY TO COMPLETE SIDEWALKS AND CURBS.

E. Rodriguez

SIGNED E. RODRIGUEZ RES. ENGR. LOCATION ALOHA

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

8264

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-10-76

FEDERAL AID PROJECT NO.
( )8-183(15)

STATE PROJECT NO.
Tualatin Valley Hwy at SW 198th Ave.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
HHS-15

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO
Rubi
FOR

Info	Intes	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-6-75	4-22-76	Primary Route 32	Primary Route 29

GENERAL LOCATION:

SR 2.7 miles west of west city limits of Beaverton.

GENERAL DESCRIPTION OF WORK:

Relocation of water lines by Wolfe Creek water District. (State Forces not involved)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 22, 1976 and based on the data submitted, you are authorized to proceed with work as being in the public interest, under State Force Order No. 5 in the estimated amount of $1,000 - Federal Funds $900.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-10-76	E J Klaboe	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Field

8294

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-10-76

FEDERAL AID PROJECT NO.: S-183(15)

STATE PROJECT NO.: Tualatin Valley Hwy at 198th Avenue

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: HHS-15

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-6-75	4-21-76	Primary Route 32	Primary Route 29

GENERAL LOCATION:

SR 2.7 miles west of west city limits of Beaverton

GENERAL DESCRIPTION OF WORK:

Permanent signing as required by installation of new traffic signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 22, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 in the estimated amount of $300 - Federal Funds $270.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-10-76	E J Talach	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8294

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

5-5-76

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Washington	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5/5/76	W. N. Bryant, Area Engr	HHS-183(15)

IN COMPANY WITH

E. Rodriguez, Res Engr, OSHD and W. Scofield, Res Engr, OSHD

LOCATION

State Route 8, 2.7 miles West of West City Limits of Beaverton on the Tualatin Valley Highway at SW 198th Avenue.

CONTRACTOR NAME AND ADDRESS

Olson Electric Co., Inc. 200 E. 5th, Vancouver, Washington 98660

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
9/5/75	$47,335.00	240 CWD	9/23/75	3/31/76

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	94%	60%

REMARKS

TUALATIN VALLEY HIGHWAY AT 198th AVE.
TUALATIN VALLEY HIGHWAY
Grading, Paving, and Signals

5-26-76 cy Cont

Work to be completed on this project consists of roadbed excavation (170 CY), asphalt concrete pavement (205 ton), and installation of traffic signals. At the time of this inspection the final lift of AC pavement was being placed and the mast arm for pole #5 was being installed. All drainage, grading and paving work has been completed. The signal work has been completed except for cutting and placing loop detectors in the pavement.

This project provided for grading and paving on the north side of the Tualatin Valley Highway only. The county is presently widening and paving 198th Ave. on the south side of the T. V. Highway in conjunction with the installation of railroad protection devices being installed by the railroad.

Project records indicate that all materials being incorporated into the work are in reasonable close conformance with the specification requirements. The resident engineer indicated that the contractor is meeting the EEO requirements in a reasonable and timely manner.

It was noted that a utility pole is presently located in the SW quadrant of the intersection which is itself considered a roadside hazard. It was suggested that a guardrail be installed in front

(MORE)

of the pole, under the railroad crossing project, since the pole cannot be relocated. This condition was also discussed with the State's Regional Construction Engineer.

8294

15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 2, 1976

Mr. J. [illegible] Blyth
Corporation Manager
INTEL Corp.
3065 Bowers Avenue
Santa Clara, CA 95051

Dear Mr. Blyth:

As indicated to you in our telephone conversation of March 1, this letter is to act as a status report on the installation of the traffic signal at the intersection of ORE8 and 198th Avenue.

It is unfortunate that the call for bids on this project was delayed for such an extended period. However, the signal could not be installed and operated safely without the construction being accomplished by the County. It was, therefore, necessary to delay this project until the County could finalize the design for the necessary construction work on 198th Avenue.

As the present time, Olson Electric, who is the prime contractor for the traffic signal, is waiting for the construction subcontractor to perform the widening and the removal of a small vertical curve on the north side of the intersection that would improve sight distance. Olson Electric has advised us that if the weather is favorable, the construction work should begin immediately and with continued favorable weather, Olson should start the traffic signal work within the next two weeks. Optimistically, Olson has told us that he expects to complete the electrical work within three weeks after he moves in on the job site.

We have also checked with the Public Utility Commissioner's office concerning the railroad grade crossing signal installation. The best estimate that we can obtain on this item is that the gates will be installed probably in July of this year. I might also mention that, in order for the County to perform the widening on the south approach to the intersection, an easement from the Southern Pacific Company is required. This easement was promised in mid-February, but to date it has not been received.

[illegible]
[illegible]

RECEIVED
MAR 3 1976
Office of
Assistant State Highway Engineer

At the moment, it does not appear that the railroad grade crossing signal and the intersection traffic signal will both be installed and completed at the same time. The intersection revision and traffic signal will probably be done several months in advance of the Southern Pacific's work. As I indicated to you on the telephone, we will attempt to work out a safe plan of operation such that the traffic signal can be activated and used prior to the installation of the railroad signal.

Very truly yours,

L. E. George
Traffic Engineer

LEG:ds

bc: R. L. Schroeder
E. L. Hardt
J. E. Chidsey
Dave Astle
Dave Herb

8294

48

September 24, 1975

Washington County
Administration Building
150 N. First Avenue
Hillsboro, OR 97123

Attention: Ken Meng
Director of Public Works

MISC. CONTRACTS and
AGREEMENTS No. 5454

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals at the intersection of S. W. 198th Avenue and the Tualatin Valley Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc L. E. George (conf. agree. att.)

8294

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Agreement**
Tualatin Valley Highway at S.W. 198th Ave.
Washington County

An agreement has been prepared covering the installation of a traffic signal at this intersection.

The agreement provides that the State shall prepare all plans and specifications and perform the work of the project. The State will pay the total cost of the project, which is estimated at $55,000 and is to be charged to Title II high hazard funds. After completion of the project, the State will maintain the traffic signals and the County will pay for all power consumed.

Your approval of the agreement and authorization for me to sign it is recommended. This item will be on the agenda of the August 27 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R.L. Schroeder
L. E. George
V. E. Skoog
Don Harwell
E. L. Hardt
Jack Graham
Gary L. Sund

RDT:rj dpy

8294

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
August 14 and 28 Bid Lettings

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366. Bids were opened August 14 on the following:

1. Barnett Road Undercrossing Section
Pacific Highway, Jackson County

Grade, Pave and Structure

Five- to eight-foot sidewalks will be provided.

2. Modoc Point (Units C and D) Section
The Dalles-California Highway, Klamath County

Grade, Pave and Rock Fallout Protection

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

3. Malheur River Bridge Section
Olds Ferry-Ontario Highway, Malheur County

Grade, Pave and Structure

Same as No. 2. Eight-foot shoulders will be provided.

Bids will be opened August 28 on the following projects:

1. Nelson Point Interchange-Spout Creek Section
Old Oregon Trail Highway, (I-80N), Baker County

Rock Protection Fence Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Ten-foot shoulders exist on I-80N.

2. Bluff Road-Tenevck Road (Sandy) Section
Mt. Hood Highway, Clackamas County

Grading, Paving and Signals Project

Grading and paving incidental to signalization. Sidewalks exist. Curb ramps are being provided.

3. "A" Avenue at 8th Street (Lake Oswego) Section
FAS 630 (City Street), Clackamas County

Signal Modification Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Oswego Creek Bridge Section
FAUS Route 0205, Clackamas County

Grading, Paving and Structure Project

Grading and paving incidental to bridge construction. Six-foot sidewalks will be provided.

5. Hubbard Interchange (Southbound O'Xing Structure)
Pacific Highway (I-5), Clackamas County

Paving Project (replacement of bridge deck surface)

Ten-foot shoulders are provided on the structure.

6. Oregon Coast Highway at "U" Street
Seaside, Clatsop County

Traffic Signal Project

No highway work. Class III bike lane exists on US101 in this area.

7. Scappoose (S.E. Second Street) Section
Columbia County

Grading and Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

8. Green Springs Highway Junction-
Walker Avenue (Ashland) Section
Rogue Valley Highway, Jackson County

Illumination Project

Same as No. 3.

9. Front Street-Mill Street (Creswell) Section
Goshen-Divide and Springfield-Creswell Highways
Lane County

Grade, Pave and Signals Project

Asphaltic concrete sidewalk exists. Four-foot shoulders provided.

10. Miller Road-Stemple Creek Section
Siletz Highway, Lincoln County

Grading and Placing Aggregate Project

No surfacing being placed under this contract.

-tation Commission
treet S.E. (Salem) Section
ion
rpor-
con-
n is

at S.W. 198th
Washington C
) State Line
rail Highway
Five Counties
ng incidental to
oot sidewalks pr
,ignals Project
ns) Section
Theur County
aving Project
No. 7.
venue North (Hines)
eet, Harney County
g and Paving Project
ame as No. 7.

11. 13th Street S.E. at Hines Street S.E. (Salem) Section
FAUS 5051, Marion County

Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Sidewalks exist.

12. Rural Avenue-Vista Avenue (Salem) Section
Pacific Highway East, Marion County

Signals Project

Same as No. 11.

13. Memaloose Safety Rest Area-Idaho State Line Section
Columbia River and Old Oregon Trail Highways between
M.P. 73 and M.P. 378 (I-80N), Five Counties

Sign Shelters Project

Same as No. 3.

14. Tualatin Valley Highway at S.W. 198th Avenue Section
Tualatin Valley Highway, Washington County

Grading, Paving and Signals Project

Grading and paving incidental to signalization project. Six-foot sidewalks provided.

15. Park Street (Burns) Section
City Street, Malheur County

Grading and Paving Project

Same as No. 7.

16. Saginaw Avenue North (Hines) Section
City Street, Harney County

Grading and Paving Project

Same as No. 7.

17. Siletz River Bridges, Lincoln County

Maintenance Painting

Same as No. 3.

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

RS:mc/DES:jp ja

8294

8-8-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-183(15)

STATE PROJECT NO.: Tualatin Valley Highway at S.W. 198th Ave.

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: HHS-15

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 11 '75
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	August 8, 1975	Primary Route 32	Primary Route 29

GENERAL LOCATION:
SR8, 2.7 miles west of West City Limits of Beaverton

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Minor Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Minor Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's August 6, 1975 letter I approve a minor program change adding to the character of the proposed work Railroad Protective Costs.

My program approval memorandum of November 21, 1974 approved this project for inclusion in the Federal-aid program.

8-11-75
ORIGINAL TO
L.W. Rulien
w/att.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-8-75	C R Beinhardt for	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8294

8294

PRO-6-E

August 6, 1975

TO S. L. Brent, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Tualatin Valley Hwy. @ 198th Ave. Section
Project No. HIS-183(15)

We are requesting a minor program change to include in the character of proposed work "Railroad Protective Cost".

Authorization to proceed with the Railroad Protective cost is requested in the amount of $1,000 as listed in the revised P.S. & E. estimate, after concurrence in award of contract.

DAR:bz

11-21-74

TRANSACTION NUMBER: 11-69

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-21-74

BY (Signature): L.W.RULIEN'S NOVEMBER 13, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS SECTION 209

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 15 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
15	HHS-183(15)	0.0	51,800	46,620

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION

TUALATIN VALLEY HIGHWAY
AT S. W. 198TH AVENUE.
WASHINGTON COUNTY
STATE OF OREGON

WORK

PRELIMINARY ENGINEERING, CHANNELIZATION AND SIGNALS.

RECEIVED
HIGHWAY ENGR
NOV 25 '74
REFER TO
Hunter
FOR

NOTED
E.S. HUNTER

RECEIVED
NOV 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

11-25-74
ORIGINAL TO
L.W. Rulien

REMARKS (Division)

I CONCUR THAT THE STATEWIDE NEGATIVE DECLARATION FOR SPOT SAFETY PROJECTS ON NON-INTERSTATE FEDERAL-AID HIGHWAY SYSTEMS CONCURRED IN BY FHWA OREGON DIVISION MAY 8, 1974 APPLIES TO THIS PROJECT AS PROGRAMED.

I CONCUR THAT TIMESAVING PROCEDURES ENUMERATED IN VOL. 6, CHAP. 8, SECTION 2 OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL APPLIES TO THIS PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		11-21-74	G. L. GREEN, DIVISION ENGINEER

Approval of Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-

8294

November 13, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-183(15)

We are submitting program data for one project, Item No. 15, Project No. HHS-183(15), "Tualatin Valley Hwy. @ S.W. 198th Ave. Section", which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-aid Highway Act of 1973.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in Vol. 6, Chap. 8, Sec. 2 of the Federal-aid Highway Program Manual.

Also, we request your concurrence that the Statewide Negative Declaration for spot safety projects on non-interstate Federal-aid Highway Systems concurred in by FHWA Division Office May 8, 1974, applies to this project as programmed.

Enclosed are narrative, accident data, traffic signal warrent comparison and etc., prepared by our Traffic Section for the project.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

Enc.

DRH:ww

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
May 1974

REPORT OF SIGNAL WARRANT INVESTIGATION

Tualatin Valley Hwy. @ 198th Ave. - Washington Co.
ORE8 - Hwy. 29, M.P. 7.28

Recommendation:

As a result of this investigation, it is recommended that a five-phase interconnected (railroad) fully-actuated traffic signal be installed at 198th Avenue and the Tualatin Valley Highway, No. 29. This signal recommendation is contingent upon the installation of gates for the grade crossing on 198th Avenue.

Investigation:

For the purpose of this investigation, one intersection was selected for traffic signal warrant analysis. There is no existing beacon installation.

Intersection	Total Entering Volume	Cross Street Volume 1/	Pedestrians Crossing Highway
198th Avenue & Tualatin Valley Hwy.	21,547	1,959	------

1/ 24-hour volume

Intersection	Total Accidents from 1-1-71 to 12-31-73	Persons Injured	Persons Killed	Preventable Accidents 1/
198th Avenue & Tualatin Valley Hwy.	25	29	0	7

1/ Accidents within the latest 12 months which might have been prevented by traffic signals.

The railroad crossing rates number 19 statewide for non-federal-aid crossings. The five-year accident prediction is 2.71. The signal and crossing gates should be interconnected. Also, a right-turn storage lane on Hwy. 29 should be provided to reduce the possibility of rear-end collisions while vehicles wait for trains.

This intersection is a four-way intersection with Hwy. 29 being the major street and 198th Avenue being the minor street. Parking is allowed on all approaches to the intersection, except the south approach.

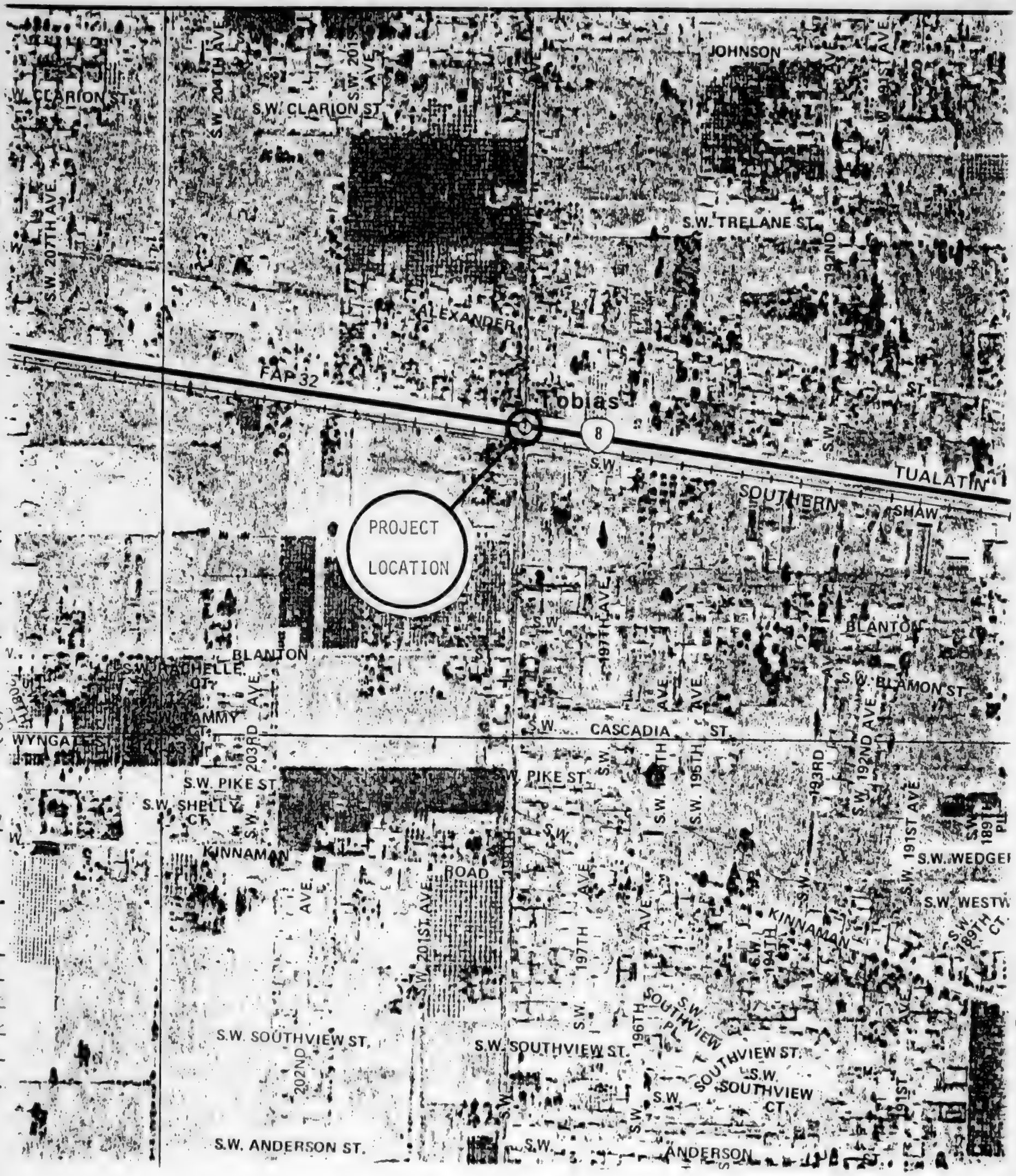
Approach	Width	ADT	Peak Hr. Approach Volume	Posted Speed
East & West	64 feet	19,600	1100 VPH	45 MPH
North	30 feet	615	66 VPH	40 MPH
South	24 feet	1,344	168 VPH	40 MPH

During the period from January 1, 1971 to December 31, 1973, there were 25 reported accidents. There were no fatalities but 29 persons were injured. For the latest 12 months available, there were seven accidents of the type preventable by a traffic signal.

70 percent of the standard warrants for Interruption of Continuous traffic are met for the eight hours required by the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition. Based upon the traffic volumes and accident history and contingent on the railroad crossing being signalized, the previously stated recommendations were made.

The estimated cost is $50,000.
The preliminary engineering estimate is $1,800.
The estimated date of contract is May 1975.

GE:pb
5-13-74


W. CLARION ST
S.W. CLARION ST
SW 204TH AVE
SW 201
JOHNSON
S.W. TRELANE ST
S.W. 207TH AVE
ALEXANDER
FAP 32
Tobias
8
S.W.
TUALATIN
SOUTHERN
SHAW
PROJECT
LOCATION
BLANTON
S.W. RACHELLE CT
S.W. TAMMY CT
WYNGATE ST
S.W. 203RD AVE
S.W. PIKE ST
S.W. SHELLY CT
KINNAMAN ROAD
S.W. 201ST AVE
S.W. SOUTHVIEW ST.
202ND
S.W. ANDERSON ST.
S.W. 197TH AVE
S.W. 196TH PL
S.W. 194TH
S.W. 193RD
S.W. 192ND AVE
S.W. 191ST AVE
S.W. BLANTON ST
S.W. CASCADIA ST
S.W. SOUTHVIEW CT
S.W. 191ST
ANDERSON
S.W. WESTW
S.W. 189TH CT

Rev. 3-79

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Tualatin Valley Hwy. @ 198th Avenue
Hwy. 29, M.P. 7.28

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1379	1055	1041	1113	1215	1690	1836	1584
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	115	60	76	80	64	94	117	168
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	4	0	0	2	2	6	1	2

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	420		
Minor Street	105		3
2. Interruption of Continuous Traffic:			
Major Street	630		
Minor Street	52		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	600		
Pedestrian Volume	105		0
4. Accident Experience:			
Preventable Accidents (last 12 months)		7	
Minimum Warrant		5	
5. Systems Warrant (if applicable):			
Entering Volume (Weekday peak hour)			
Minimum Warrant		800	

Date of Traffic Count factored to 1973

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ___ standard warrants used.
X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

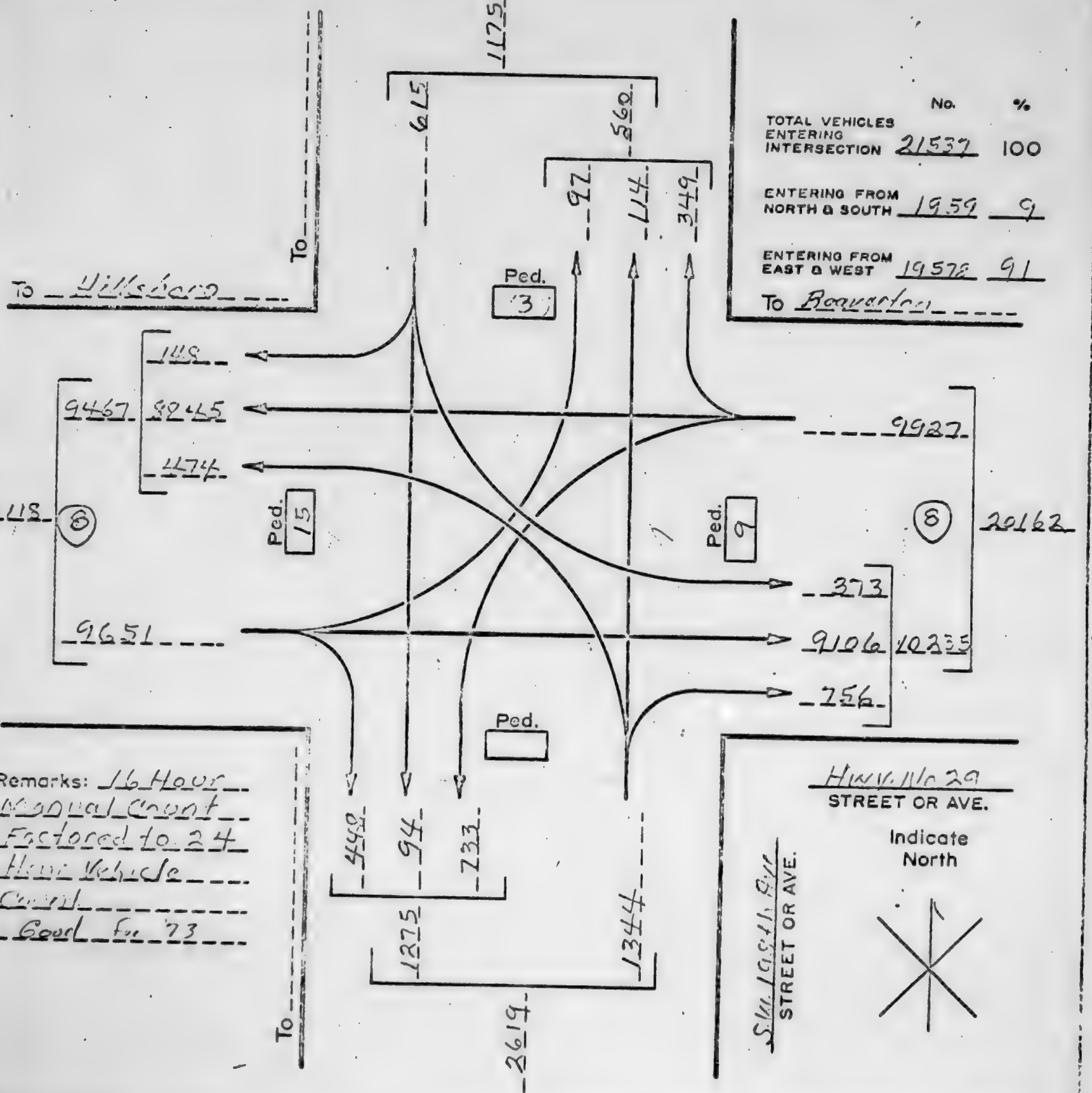
Rev. 3-72

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Sept. 9 & 11 - 1970
DAY OF WEEK Wed & Thur.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00A - 10:00P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00A - 10:00P
WEATHER Clear

CITY OR COUNTY Washington Co.
INTERSECTION OF Tualatin Valley Hwy. No 29
SW 198th Ave.
MILE POST 7.28 (Hwy. No. 29)
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	21537	100
ENTERING FROM NORTH & SOUTH	1959	9
ENTERING FROM EAST & WEST	19578	91

To Beaverton

Remarks: 16 Hour Manual Count Factored to 24 Hour Vehicle Count Good for '73

Rev. 3-70

Rev 5-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date Sept 9 & 11, 1970
Day of week Wed & Thurs
Hours counted 6:00A-10:00P
Weather Clear

Classification All Vehicles

City or County Washington
Intersection Tualatin Valley Hwy & SW 198th Ave
Mile Post 7.29 (Hwy No 29)
Classification

TIME		SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS				
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	
A.M.	6:00- 7:00	19	2	2	1	2	—	123	703	6	42	10	5	915	70	8	845	92	23	131	714	47	
	7:00- 8:00	46	3	15	6	5	2	475	835	21	67	36	46	1560	181	12	1379	88	66	502	877	115	
	8:00- 9:00	19	13	5	6	4	7	428	518	26	45	21	23	1118	106	9	1012	91	31	467	545	75	
	9:00-10:00	17	11	8	2	6	2	360	332	31	24	21	14	828	71	9	757	91	31	402	355	40	
	10:00-11:00	15	15	6	13	7	3	439	545	26	31	17	26	1143	98	8	1055	92	28	480	575	60	
	11:00-12:00	34	15	9	3	15	10	455	501	46	47	15	19	1173	132	11	1041	89	56	519	523	76	1
P.M.	12:00- 1:00	16	15	4	3	4	8	483	449	38	36	22	25	1108	93	8	1015	92	24	541	474	69	
	1:00- 2:00	20	24	8	5	9	10	509	509	37	51	29	19	1230	117	10	1113	90	37	570	543	80	
	2:00- 3:00	21	22	5	5	4	6	533	586	36	25	33	33	1309	94	7	1215	93	30	591	624	64	1
	3:00- 4:00	17	26	11	6	5	12	927	641	58	44	32	38	1817	127	7	1690	93	33	1011	679	94	
	4:00- 5:00	17	31	14	5	5	22	956	698	85	60	31	35	1989	153	8	1836	92	36	1102	734	117	
	5:00- 6:00	14	44	16	9	4	7	832	555	96	96	49	65	1786	202	11	1584	89	34	972	612	168	
	6:00- 7:00	20	32	7	9	8	7	472	430	68	39	23	27	1142	108	9	1034	91	35	572	462	73	
	7:00- 8:00	31	24	9	4	7	7	416	448	42	46	26	37	1117	127	11	990	89	37	512	478	90	
	8:00- 9:00	17	30	6	4	1	1	364	335	36	28	24	12	861	65	8	796	92	24	430	366	41	
	9:00-10:00	24	7	7	7	2	—	201	190	14	6	16	7	483	48	10	435	90	35	222	213	13	
A.M.	10:00-11:00																						
	11:00-12:00																						
	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total .		373	349	148	97	94	114	8845	9106	733	756	448	474	21537	1959	9	19578	91	615	9927	9651	1344	
16-Hour total .		339	317	135	88	86	104	8041	8278	666	687	407	431	19579	1782	9	17797	91	560	9024	8773	1222	1
—-Hour total .																							
Control . . .																							
Factor . . .																							

Tabulated by W O
Checked by W C

SW 198th Ave ..... St. is North and South
Hwy. No 29 ..... St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Washington

Intersection Tualatin Valley Hwy. No. 29 &
SW 198th Ave

Mile Post 7.25 (Hwy. No. 29)

Classification

4-8-11-1970
Wed & Thurs
6:00 A-10:00 P
Clear

Classification All Vehicles

SUMMARY BY MOVEMENTS

North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
2	1	2	–	123	703	6	42	10	5	915	70	8	845	92
15	6	5	2	478	835	21	67	36	46	1560	181	12	1379	88
5	6	4	7	428	518	26	45	21	23	1118	106	9	1012	91
8	2	6	2	360	332	31	24	21	14	528	71	9	757	91
10	13	7	3	439	545	26	31	17	26	1143	98	8	1055	92
9	3	13	10	455	501	46	47	18	19	1173	132	11	1041	89
4	3	4	8	453	449	38	36	22	25	1108	93	8	1015	92
8	5	9	10	509	509	37	51	29	19	1230	117	10	1113	90
5	5	4	6	533	586	36	25	33	33	1309	94	7	1215	93
11	6	5	12	927	641	58	44	32	38	1817	127	7	1690	93
14	5	5	22	956	698	85	60	31	35	1989	153	8	1836	92
16	9	4	7	832	555	96	96	49	65	1786	202	11	1584	89
7	9	8	7	472	430	68	39	23	27	1142	108	9	1034	91
9	4	7	7	416	448	42	46	26	37	1117	127	11	990	89
6	4	1	1	364	338	36	28	24	12	861	65	8	796	92
7	7	2	–	201	190	14	6	16	7	483	48	10	435	90
148	97	94	114	8845	9106	733	756	448	474	21537	1959	9	19578	91
135	88	86	104	8041	8278	666	687	407	431	19579	1782	9	17797	91

ENTERING VOLUMES - SUMMARY BY LEGS

North	East	West	South
23	131	714	47
66	502	877	115
31	467	545	75
31	402	355	40
28	480	575	60
56	519	522	76
24	541	474	69
37	570	543	80
30	591	624	64
33	1011	679	94
36	1102	734	117
34	972	612	168
35	572	462	73
37	512	478	90
24	430	366	41
35	222	213	13
615	9027	9651	1344
560	9024	8773	1222

PEDESTRIANS USING CROSSWALK

North S 0	East S 0	West S 0	South S
		4	
	1	2 1	
	1	1	
1 1			
	1	1	
1 1	1	1	
	1	5	
	1		
	2		
	1		
1	2	6	3 7 8

Tabulated by W P

Checked by W C

SW 198th Ave. ..... St. is North and South

Hwy. No 29 ..... St. is East and West

Oregon State Highway Division

Traffic Engineering Section

Accident Analysis

COLLISION DIAGRAM

City of _____ County _____

Intersection of _____ and _____

Highway Number _____

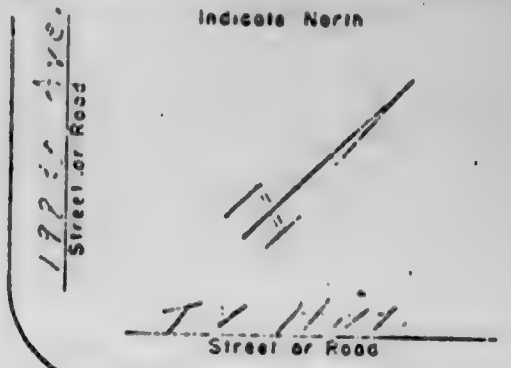
Period Covered _____

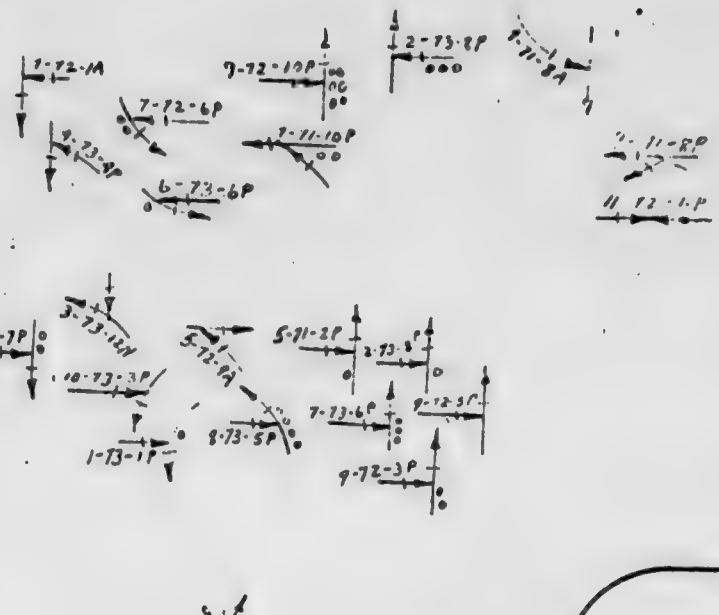
Compiled by _____ Drawn by _____ Date _____

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

Indicate North





<---- Path of Pedestrian

——— Path of Vehicle

<---- Path of Animal

——— Vehicle Moving

——— Vehicle Stopped

——— Vehicle Backing

Properly Parked

Improperly Parked

Vehicle Overturned

Vehicle Skidded

Example:

Collision – Sideswipe
June, 1941 - 5-6PM
Property Damage

Collision Type	1971				1972				1973								Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		1		1		2	2	4		3		3						6	2	8
Head-on							1	1											1	1
Rear-end			1	1															1	1
Sideswipe			1	1			1	1											2	2
Turning Movement		1		1		2	1	3		3	3	6						6	4	10
Parking																				
Non-collision						1		1										1		1
Fixed Object																				
Pedestrian		1		1														1		1
Backing											1	1							1	1
Misc.																				
TOTAL		3	2	5		5	5	10		6	4	10						14	11	25

Form E-260 — 2M — 11-45 5/70

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM FB-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11-13-74

CARD														
2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): SR 8, 2.7 mi. W. of WCL Beaverton		ADT	PRESENT: 25,000*	FUTURE: 40,000*	YEAR: 94	REGION: 10	STATE NAME: Oregon	STATE CODE: 41				
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): PE, Channelization, Signals		NATL. FOREST			EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): HHS-	NUMBER: 183 (15)	SEQ. NO.				
4	CLASS OF FEDERAL FUNDS: (Section 209) High-Hazard Locations					COUNTY NAME: Washington		CODE: 067						
	NAME OF URBAN AREA: Portland					ROUTE NO.: P	FEDERAL-AID: 32	STATE: 29	U.S.: - -					

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CH PR (P
1	(1445)	(10	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE TOPICS		SR8, 2.7 Mi. West of West City Limits of Beaverton	0.0	1,800	1,620	180		P.E. a channe consis dr., H. paveme necessa Inst. m phase t signal.
5					ROW								
5					CONST (CODE) TOPICS Y008 Y031		"Tualatin Valley Hwy. @ S.W. 198th Ave."	0.0	50,000	45,000	5,000		ROW - 9 Nominal control Parking tions-N
							PROJECT TOTALS	0.0	51,800	46,620	5,180		

(10) (23) (24) (39)

CARD	CODE	PREPARED BY
1	1	
1	14	PROGRAM APPROVAL DATES

REMARKS

*ADT count entering intersection

-OV

USCOMM-D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM FB-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11-13-74

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 8, 2.7 mi. W. of WCL Beaverton	ADT	25,000*	40,000*	94	10	Oregon	41	142	15

PROPOSED WORK (25 typewriter	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
zation, Signals				HHS-	183 (15)			

L FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
(Section 209) High-Hazard Locations	Washington	067	1 OR X 2

REA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland	P	32	29	- -

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE TOPICS		SR8, 2.7 Mi. West of West City Limits of Beaverton	0.0	1,800	1,620	180		P.E. all Phases; channelization consisting of gr., dr., H.T. Pave., pavement marking, necessary signing. Inst. multi-phase traffic signal.
ROW								
CONST (CODE) TOPICS Y008 Y031		"Tualatin Valley Hwy. @ S.W. 198th Ave."	0.0	50,000	45,000	5,000		ROW - 90' Nominal access control-None Parking restrictions-None
PROJECT TOTALS			0.0	51,800	46,620	5,180		

ESTIMATED PROJECT COST BY PHASES

REVIEWED BY

PROGRAM APPROVAL DATES

REMARKS

*ADT count entering intersection

-over-

USCOMM BUSCOMM-DC 48905-P61

TUALATIN VALLEY HWY. @ S.W. 198th AVE. SEC.

PROJECT NO. HHS-183(15)

Existing Facilities:

Tualatin Valley Hwy. (East & West)

Four travel lanes, with 16-foot median and 8-foot shoulders with curb on west bound lanes, surfaced with high-type pavement.

198th Ave. (North) Two travel lanes 30-foot width.
(South) Two travel lanes 24-foot width.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. (a) Channelization to provide a right turn refuge lane for eastbound traffic, which work consists of grade, drain, high-type surface, pavement markings and necessary signing.

(b) Install multi-phase actuated traffic signal with prevision for interconnect to future Railroad Signals on S.W. 198th Ave. (See unusual circumstances).

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as this project will not result in alteration of land use or traffic flow patterns and therefore should not cause any change in planning completed or underway.

PPM 90-1 Requirements: Statewide "Negative Declaration" for spot safety projects on noninterstate Federal-aid Highway Systems was concurred in by FHWA on May 8, 1974.

PPM 20-8 Requirements: Not applicable under "Timesaving p
set forth in Vol. 6, Chap. 8, Sec. 2, of the Federal-aid H
Program Manual.

System Action, Airports, Water Development, Railroads, Rec
and Historical Areas: None involved.

Unusual Circumstances: Interconnect to railroad signals o
S.W. 198th Ave., if the railroad signals are in place upon
tion of this project.

Note: This project is in Congressional District No. 1.

TUALATIN VALLEY HWY. @ S.W. 198th AVE. SEC.

PROJECT NO. HHS-183(15)

ties:

Hwy. (East & West)

travel lanes, with 16-foot median and
ot shoulders with curb on west bound
, surfaced with high-type pavement.

rth) Two travel lanes 30-foot width.
th) Two travel lanes 24-foot width.

he proposed work is as follows:

ll phases of preliminary engineering.

a) Channelization to provide a right turn refuge lane
und traffic, which work consists of grade, drain, high-
ce, pavement markings and necessary signing.

) Install multi-phase actuated traffic signal with
for interconnect to future Railroad Signals on S.W. 198th
unusual circumstances).

irements: Exempt from State Clearinghouse and
ringhouse A-95 review under working agreements
1970 and October 16, 1970, respectively.

ation Planning (PPM 50-9): Not applicable as this
result in alteration of land use or traffic flow
refore should not cause any change in planning
derway.

ments: Statewide "Negative Declaration" for spot
on noninterstate Federal-aid Highway Systems was
FHWA on May 8, 1974.

PPM 20-8 Requirements: Not applicable under "Timesaving procedures" set forth in Vol. 6, Chap. 8, Sec. 2, of the Federal-aid Highway Program Manual.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

Unusual Circumstances: Interconnect to railroad signals on S.W. 198th Ave., if the railroad signals are in place upon completion of this project.

Note: This project is in Congressional District No. 1.

• 8296 Hines (Saginaw Ave. N.) 1975
• Sec. City St.
• (Grading & paving)

C/A 5366 6-30-75

8296

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67804-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Hines
City Hall
Hines, OR 97738
Attention of Ms Mary Benitez
City Recorder

Request No. (assigned by staff engineer or head of section) cc 1564

Date May 5, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Special City Allotment Program
Saginaw Avenue N. Contract No. 8296

Covered by Agreement dated 6/20/75

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's advance deposit		$1,700.00
		As per attached statement		
		Final Cost	$24,776.30	
		Agreed State's share	24,776.30	
		Agreed City's share		
		Balance due City		$1,700.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,700.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

Submitted by: Fred Hildebrandt
F. F. Hildebrandt, Specialist Engineer

Approved:
Richard Unrein Urban Regional Engineer

Approved:
George N. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

J296

Date May 5, 1976

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1975

Contract # 8296 Prefix 313-1705 Survey Prefix 313-1484

Street Saginaw Avenue N.

City Hines

Payments to Contractor (see attached voucher)	$ 22,260.59*
Engineering and Contingencies	2,515.71
Survey: Total $ 2,689.69 Prorated Share	--
TOTAL	24,776.30
Agreed State Share	24,776.30
Agreed City Share	--
City Advance Deposit	1,700.00

Reference: Outside Billing _____

*includes $6.06 interest

RU

8296

March 1, 1976

U. S. Fidelity & Guaranty Co.
Portland Office
520 S.W. 6th Ave.
Portland, OR 97204

Gentlemen:

On February 24, 1976, we wrote to you concerning release of final payment on Contract No. 8296 awarded to Robert H. O'Hair and O'Hair Construction Company for work on the Saginaw Ave. N. Section in Hines in Harney County.

Final payment on this contract is $1,136.03 and the total contract amount is $22,254.53. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Robert H. O'Hair and
O'Hair Construction Co.
P. O. Box 3188
Redding, CA 96001

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

113603. +
606. +
114209. x

ON STATE HIGHWAY DIVISION

AYMENT VOUCHER - COVER SHE

	VOUCHER DATE	TOTAL AMOUNT
& O'Hair Const. Co. 101	2/25/76	$ 1,136.03

CONTRACT NO.	ESTIMATE NO.	
8296	2F	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
PERIOD COVERED: to -1/14/75		This final claim has been authorized in the above amount.
APPROVED:		E.N. Hunter
DESIGNATED AUTHORITY		(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, ✓ Robert H. O'Hair certify that I am ✓ President

O'Hair Construction Company that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

MAR 11 1976

✓ _____
(Signature)

FORM 81-734-1020

FISCAL YEAR
75-76

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

41342

OREGON STATE HIGHWAY DIVISION

COUNTY HARNEY

Robert H. O'Hair & O'Hair Const. Co. P.O. Box 3188 Redding, CA 96001	VOUCHER DATE 3/15/76	TOTAL AMOUNT $ 1,142.09
Cont. # 8296 Est. # 2F	Principal Interest	$ 1,136.03 6.06

dk

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.438

CHECKED - Acctg. Control DC

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
HARNEY	8296	2F	

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: HINES (SAGINAW AVE N)

ITEM NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
1	9N TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	1000.0000	100.000	1000.00	1000.00
4	9N GENERAL EXCAVATION	LUMP SUM	3000.0000	100.000	3000.00	3000.00
5	9N 3/4"-0 AGGREGATE BASE PA 5	CU YDS	15.0000			9300.00
16	9N CLASS C ASPHALT CONCRETE	TONS	30.0000	265.730	7971.90	7950.00
07	9N 12-INCH CULVERT PIPE	LIN FT	20.0000	49.000	980.00	980.00
	PRICE AGREEMENT ITEMS					
0101	9N 3/4"-0 AGGREGATE BASE BI 5	TON	12.5000	744.210	9302.63	

GROSS RETAINAGE			
TREASURER DEPOSIT			
NET RETAINAGE			
	TOTAL CONTRACT ITEMS	~~22254.53~~	~~22230.00~~
	- % RETAINED ON CONTRACT ITEMS	-	1,111.50
	FORCE ACCOUNT		
	TOTAL PAYMENTS	22,254.53	21,118.50

~~8296~~

DIVISION

T VOUCHER

COUNTY: HARNEY

CONTRACT NO.: 5296

ESTIMATE NO.: 2F

PREFIX NO'S.:

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: HINES (SAGINAW AVE N)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
OTECTION AND DIRECT TRAFFIC	LUMP SUM	1000.0000	100.000	1000.00	1000.00	
VATION	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
GATE BASE PA 5	CU YDS	15.0000			9300.00	9300.00-
ALT CONCRETE	TONS	30.0000	265.730	7971.90	7950.00	21.90
ERT PIPE	LIN FT	20.0000	49.000	980.00	980.00	
EMENT ITEMS						9302.63
GATE BASE BI 5	TON	12.5000	744.210	9302.63		

GROSS RETAINAGE

TREASURER DEPOSIT

* NET RETAINAGE

TOTAL CONTRACT ITEMS	~~22254.53~~	~~22230.00~~	~~24.53~~
- % RETAINED ON CONTRACT ITEMS	-	1,111.50	1,111.50
FORCE ACCOUNT			
TOTAL PAYMENTS	22,254.53	21,118.50	1,136.03

~~PG. 01~~ ~~8296~~

8296

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hines (Saginaw Ave. N.)		WEEK ENDING: January 17, 1976
		SECTION PREFIX: 313-1705
HIGHWAY: City Street		COUNTY: Harney
NAME OF JOB: Hines (Saginaw Ave. N.)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Robert H. O'Hair & O'Hair Const. Co.	CONTRACT NUMBER: 8296	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 16, 1975	DATE WORK STARTED: November 5, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 49
PROJECT AUTHORIZATION: $ 26,518.20	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 25
EXCLUSIVE OF ENGINEERING: $ 24,202.20	ENGINEERING AUTHORIZATION: $ 2,316.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 103
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,202.20	ENGINEERING COST TO DATE: $ 2,333.64	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 101 %	DATE PROJECT WAS COMPLETED: November 14, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

Date Semi-Final Submitted: January 13, 1976

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.08	0.08			0.08
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.08	0.08			0.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)	338 CY	620 CY			270 T
TOTAL QUANTITIES CORRECTED TO DATE	338 CY	620 CY			266 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	338 CY	620 CY			266 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy-Wind-Snow			
MONDAY	Clear-Cold			
TUESDAY	Cloudy-Cold			
WEDNESDAY	Cloudy-Cold-Rain			
THURSDAY	PartlyCloudy-Cold			
FRIDAY	Clear-Cold			
SATURDAY				

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JAN 19 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 11	No Work.
MONDAY 12	" "
TUESDAY 13	" "
WEDNESDAY 14	" "
THURSDAY 15	" "
FRIDAY 16	" "
SATURDAY 17	" "

REMARKS

Project Completed.

Semi-Final submitted: January 13, 1976.

Final Report.

SIGNED B. N. Hatcher LOCATION Burns, Oregon

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8296

November 12, 1975

Mr. Tom Walsh, Member
Oregon Transportation Commission
c/o Walsh Construction Company
2839 S.W. 2nd Avenue
Portland, Oregon 97201

Dear Tom:

In response to your inquiry concerning the improvements made to Saginaw Avenue in Hines, the following facts are listed:

(1) The project is funded out of the small city allotment program wherein several small cities (average about 10) each year are selected as recipients of a maximum of $25,000 a year for work on a city street that has received abnormal wear due to increased traffic.

(2) The Hines job was selected by our staff for funding during 1974 and approved by the State Transportation Commission on December 18, 1974.

(3) You were appointed to the Commission on March 31, 1975, and therefore had no part in the selection of this project.

Sincerely,

F. B. Klaboe
Administrator and
State Highway Engineer

FBK:srb

bc: E. S. Hunter

SCA-75
Hines

September 16, 1975

Mrs. Phyllis Harris
City Recorder
City Hall
Hines, OR 97738

RE: 1975 Special City Allotment Project
Saginaw Avenue
City of Hines

Dear Mrs. Harris:

We wish to acknowledge receipt of the City of Hines' Check #405 in the amount of $1,700 as a deposit on subject project.

The project was awarded September 16, 1975 to Robert H. O'Hair and O'Hair Construction Co. of Mt. Shasta, California.

We appreciate your cooperation in this matter and invite any inquiries.

Very truly yours,

for

Richard Unrein
Urban Engineer
County-City Unit

FH:mm

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8296

June 30, 1975

City of Hines
City Hall
Hines, OR 97738

Attention: Mrs. Phyllis Harris
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5346

Gentlemen:

Attached for your records is a fully executed copy of a Construction-Finance Agreement covering improvement of Saginaw Avenue-North City Limits to approximately 50 feet southerly.

We have retained a fully executed copy of this agreement for the Transportation Commission files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Attach.
bc Don Harwell (Conf. agree. attach.)
fkn/hb

...companied By Drgs.

Length Of Project 0.08 Miles.

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
HINES (SAGINAW AVE. N.) SEC.
CITY STREET
HARNEY COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	DATE	SHEET NO.	TOTAL SHEETS
10	OREGON	STATE		1	1

...Furnished Shall Be Corrugated ... Helical) Metal (Aluminum, 0.060" ... Iron Or Steel, 0.064" Thkn.) ...pe, With 3:1 Sloped Ends. ...91A, 20918, 2112 & 2121

Sta. 12+37
Const. Appr. Lf.
Abandon 12" Culvert Pipe & Plug
Inst. 12" Culvert Pipe -48'
Tr. Exc. 11 C.Y.
(For Surfacing, See Below)

PRELIMINARY COPY
APR 30 1975
SUBJECT TO CHANGE
FINAL DESIGN UNIT

R/W 10+61.00 P.O.T.
Const. 10+60.98 P.O.T. (3'Lt.)
Const. 13+50.00
∠ 0°35'41" Lt.
R/W 13+50.00 P.O.T.

30' R
12'x48'
30' R

R/W
N. 27°08' E.
10
Const. ℄
N. 27°43'41" E.
15
N. 27°08' E.
Exist. Curb
Exist. Walk
SAGINAW AVE N.
R/W
R/W

Burns City Limits
Hines City Limits

4176.39
-0.52
12"
4174.85
Match Exist. Pvmt.
Profile Grade @ ℄
4180
4175
4170
-1.70
Subgrade
400' V.C.
Ground Line @ ℄
PROJECT
BEGINNING OF PROJECT
STA. 10+61.00
292 (Excess)
Exc. 46
Emb. 35
END OF
STA. 15+08.90
10
15

TYPICAL SECTION

Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 1½" (By Others)
Const. ℄
15' 5' 3' 12' 12' 3' 5'
Course Thkn. - 2"
Asph. Conc. Wearing Course Class 'C' Mod Mix, Nom. Thkn. - 1½"
Asph. Conc. Base Course Class 'C' Mix, Nom. Thkn. - 1½"
Profile Grade
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Multi-Layer Pvmt. Const. (Org. No. 2050)
St. 2:1
Sl. 4:1 Min.
Sl. 4:1 Min.
Sl. 4:1
Sl. 4:1
Aggregate Base Nom. Comp. Thkn. - 9"
Slope As Required For Drainage

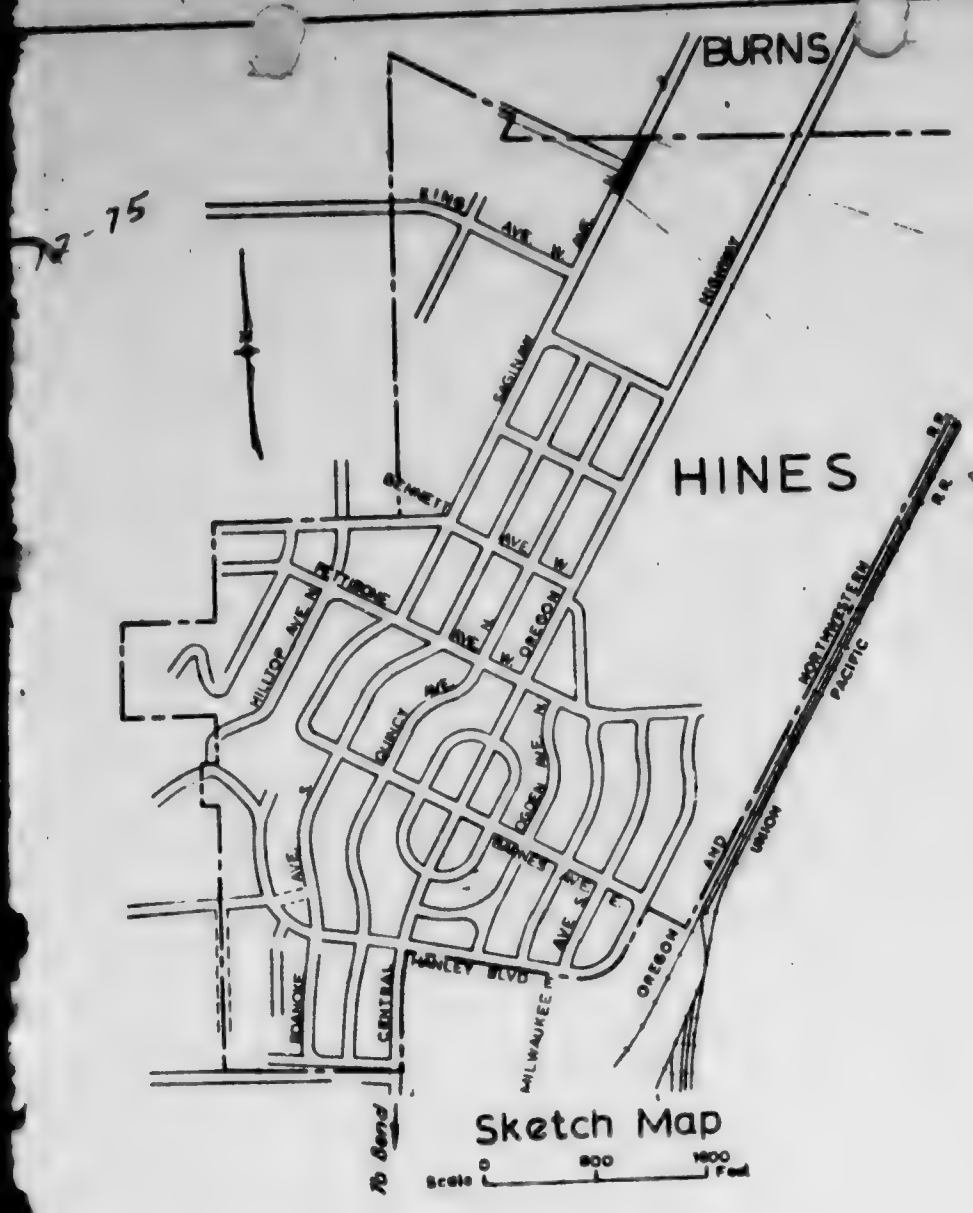
STA. 10+61.00 To STA. 15+08.90

PLATE 2

Cole - Singer - Hager

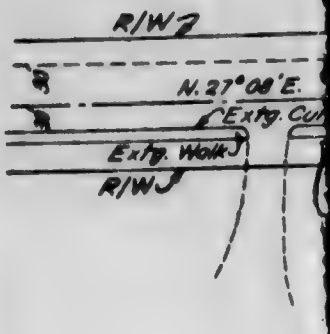
To Be Accompanied By Drgs.

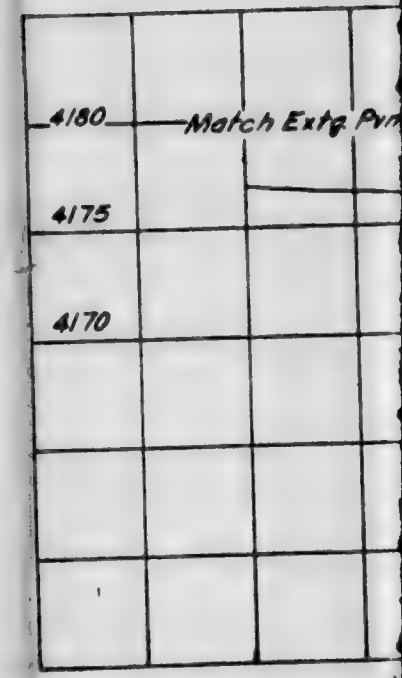
PIPE DATA:
Culvert Pipe Furnished Shall Be Co
(Annular Or Helical) Metal (Aluminu
Thkn. Or Galv Iron Or Steel, 0.064" T
Uncoated Pipe, With 3:1 Sloped End
Drg. Nos. 2091A, 2091B, 2112 & 2121



Sketch Map
Scale 0 800 1600 Feet

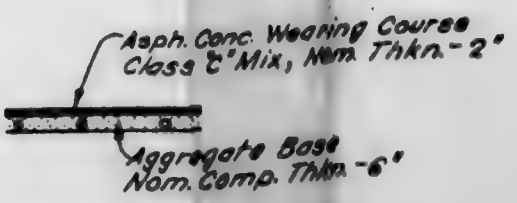
PRELIMINARY COPY
SUBJECT TO CHANGE





12-7-7

Approved by
City of Hines



APPROACH SURFACING

RCU

Robert W. Straub

May 2, 1975

Ms. Mary Benitez
City Clerk
City of Hines
P. O. Box 336
Hines, Oregon 97738

Dear Ms. Benitez:

Enclosed are two sets of preliminary plans for the 1975 Special City Allotment project on Saginaw Avenue, N. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 30-foot wide street, as shown on these preliminary plans is currently estimated to cost $26,200. The State's share would be $25,000.

Recommended changes you suggest should reach this office by May 12, 1975 to permit any changes to be made on the plans before they reach the bidders.

Very truly yours,

Richard Unrein
Urban Engineer
County-City Unit

6-5-75
Talked to Lee Wallace in regards to Agreement + Plans - made change removing Concrete Curbs on Agreement + will sign

FFH:scr

Enclosure

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

aca

Robert W. Straub

May 1, 1975

RECEIVED
COUNTY & CITY SECTION
MAY 1 - 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Ms. Mary Benitez
City Clerk
City of Hines
P. O. Box 336
Hines, Oregon 97738

Dear Ms. Benitez:

Regarding your telephone conversation of this date with Mr. Fred Hildebrandt, Cities Engineer, I am enclosing four copies of an agreement and resolution covering the 1975 Special City Allotment project on Saginaw Avenue.

Please have the Council consider the contents of the agreement, and if they approve, have the Council adopt a resolution similar to the enclosed sample authorizing the Mayor and yourself to sign the agreement. Return all three blue-bound signed copies of the agreement and resolution to this office. Retain the fourth copy for your files. After certification by the Administrator and Highway Engineer, a fully-executed copy will be returned for the City's records.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

Richard Unrein
Urban Engineer
County-City Unit

FFH:scr

Enclosure

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

pca
75

Salem, Oregon

March 17, 1975

Mr. Victor D. Wolfe
Location Engineer
B U I L D I N G

Attention: Mr. P. L. Carstensen

Richard Unrein
Urban Engineer
County-City Unit

1975 SCA Project
North Saginaw Avenue
City of Hines

The attached survey data for the subject project has been reviewed and found to be consistent with the project as requested by the City and as approved by the Transportation Commission.

GEZ:scr

Attachment

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Burns, Oregon
March 5, 1975

To: W. E. Schwartz
Regional Engineer
La Grande, Oregon

SUBJECT: Narrative, Hines (Saginaw Ave.)

General: The purpose of this survey was to prepare plans and estimate cost of construction for 30 feet wide city street in the City of Hines(Saginaw Ave.), 448 feet in length. With the State doing the Location Engineering as an S.C.A. project.

R/W: The typical section calls for (2) twelve foot travel lanes with 3 foot paved shoulders. The project will be done within the existing R/W.

Alignment: The "L" Line will split the existing R/W at Hines - Burns City Limits, but will have to match the existing pavement at the South end which is not in the middle of the R/W.

Drainage: There will be no drainage problems as the existing roadside ditches will handle all the runoff in the area. The culvert under the one road approach will have to be extended in order to make a decent radius here.

Material
Sources : The excavation on the project will make the embankment required . The rock and asphaltic concrete will probably have to come from a commercial source.

Misc.:The cost estimate for this project is extremely high due to the small amount of quantities involved. If this project could be built at the same time as or in conjunction with another project in the area , a considerable savings could be realized.

Truly Yours,

B. N. Hatcher

B. N. Hatcher
Resident Engineer

RECEIVED
COUNTY & CITY SECTION
MAR 14 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

Form 81-724-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Hines (Saginaw Ave.)
City Street, Harney County
Prefix: 313 - 1481

Summary of Quantities and Estimate of Costs

Item No.	Item	Unit	Net Quantity	Unit Price	Amount
1.-	Temporary Protection and Direction of Traffic	Lump Sum	All	500	500
2.-	Permanent Signs	Sq. Ft.	50	10	500
3.-	Temporary Signs	Sq. Ft.	150	9	1,350
4.-	Flagmen	Hour	120	12.50	1,500
5.-	Clearing & Grubbing	Mile	.09	1,111.00	100
6.-	General Excavation	Cu. Yd.	211	7.00	1,477
7.-	Finishing Roadbed and Slopes	Mile	.09	3,333.00	300
8.-	Watering	M-Gal.	25	10.00	250
9.-	1" - 0 Aggregate Base	Ton	1,179	7.50	8,842
10.-	Class "B" Asphalt Concrete	Ton	305	20.00	6,100
11.-	Asphalt Cement in Prime	Ton	2	160.00	320
12.-	Aggregate in Prime	Cu. Yd.	12	12.00	144
13.-	Asphalt in Tack Coat	Ton	.04	200.00	8
14.-	Extra for Road Approach	Each	1	150.00	150
15.-	12" CMP	Lin. Ft.	24	10.00	240
					21,781
			Contingencies Engineering	20%	4,356
					26,137

Prices via Art Bollinger 3/4/75

SCA

CITY OF HINES

HINES, OREGON 97738

November 6, 1974

Mr. James O. Butler,
Cities Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Construction on Saginaw Avenue South

Dear Mr. Butler:

In reference to your letter dated October 9, 1974, and your telephone conversation this date with Councilman Lee Wallace; the City of Hines has the ability and willingness to participate in the project so stated in your letter.

Mr. Wallace has given me the authority to so state, after a quorum of the City Council affirmed the proposal. Please submit the proposal to the Transportation Commission.

In return, the City of Hines will pay all the costs of the project in excess of $25,000; our estimated costs: $10,000. The City of Hines will be able to pay their share after July 1, 1975.

Respectfully,

Lee Wallace,
Councilman

By Marlene Rae Boryk

Marlene Rae Boryk
Clerk

RECEIVED
COUNTY & CITY SECTION
NOV 14 1974
EMGR. COOR. OE RE UE
UPE CE RE UPE

October 9, 1974

Mr. Larry Gilliam
City Recorder
P. O. Box 336
Hines, OR 97738

187-1-573-2251

Dear Mr. Gilliam:

It is planned to submit your proposed project on Saginaw Avenue ~~South~~ North, from the north city limits to approximately 500 feet south of the north city limits, to the Transportation Commission for consideration of construction (1975) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based on a reconnaissance investigation, is roughly estimated to cost $35,000 for a 30-foot paved street. The State's share would be $25,000.

Should the Transportation Commission look with favor on your project, would the City of Hines be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating the City's ability and willingness to participate in this project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By Jim

James O. Butler
Cities Engineer

11-6-74
Lee Wallace (Street Chmn.)
Poked council and will follow up w/ letter stating City's willingness and ability
JOB

JOB:ljt

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☐ UPE ☑ CE ☑ RE ☑ RPE ☐

S.C.A. Investigation Data

City of Hines Date 10-3-74 Div. 5
Population: 1969 1440 1974 1454
Street Saganaw St.

No. previous projects 0
Last project — (year)
Total SCA funds $ 0.00
Funds/capita $ 0.00
Average/capita $

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel X Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks: Receiving excessive wear due to new ~~forest~~ housing development and new church in the area.

PROPOSED

Surfacing: A.C. X Oil ___ Other ___
Pave. width: 30 feet, Shoulder width ___ feet, C-C width: ___ feet
BASE DESIGN: A.C. 3 inches, Leveling — inches, Base 12 inches
Lime T.S.G. — inches, Blanket — inches, P.M.B.B. — inches
Length: 0.10 mile, 530 feet. Type curb: ___
Remarks: ___

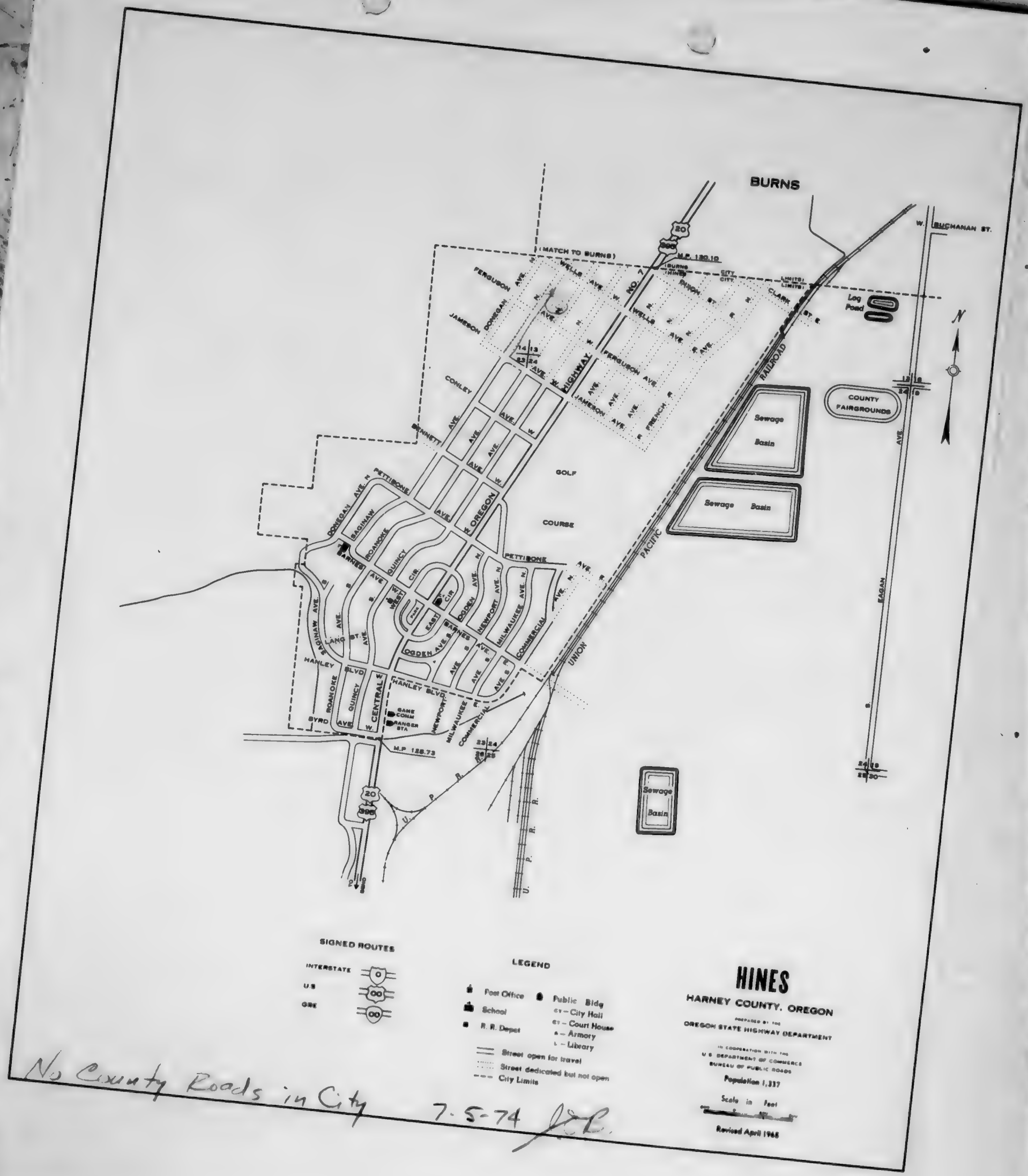
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.			
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.			
Watering	M-gal.			
Level material (3/4-0)	c.y.			
Base material	c.y.			
Asphalt	ton			
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.			
E				

Dickens H.S. Int

*Items include 10% allowance

Lee Wallace

Total $ ___
Perm. signing ($100/intersection) ___
Flagging ___
Total $ ___
Engineering & contingencies (20%) ___
Total $ ___
City's estimated share of survey ___
TOTAL ESTIMATED COST $ ___



SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open
- City Limits

HINES

HARNEY COUNTY, OREGON

PREPARED BY THE OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Population 1,317

Scale in Feet

Revised April 1968

No County Roads in City 7-5-74

CITY: Hines COUNTY: Harney

SECTION: Saganaw Ave

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$1,000
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	1300	4.00	5,200
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	33	10.00	330
Watering	M-gal.	—		
Level material (3/4-0)	c.y.	—		
Base material (1"-0) 12" thk	c.y. s.y.	2330	4.50	10,485
Asphalt Class C 3" thk	~~ton~~ s.y.	1940	5.10	9,894
Binder	all	all	L.S.	
Concrete inlets	each	—		
Culvert pipe 12" Cmc	lin. ft.	130	7.50	975
Concrete curbs	c.y.	—		
Extra for approaches	each	2	100-	200

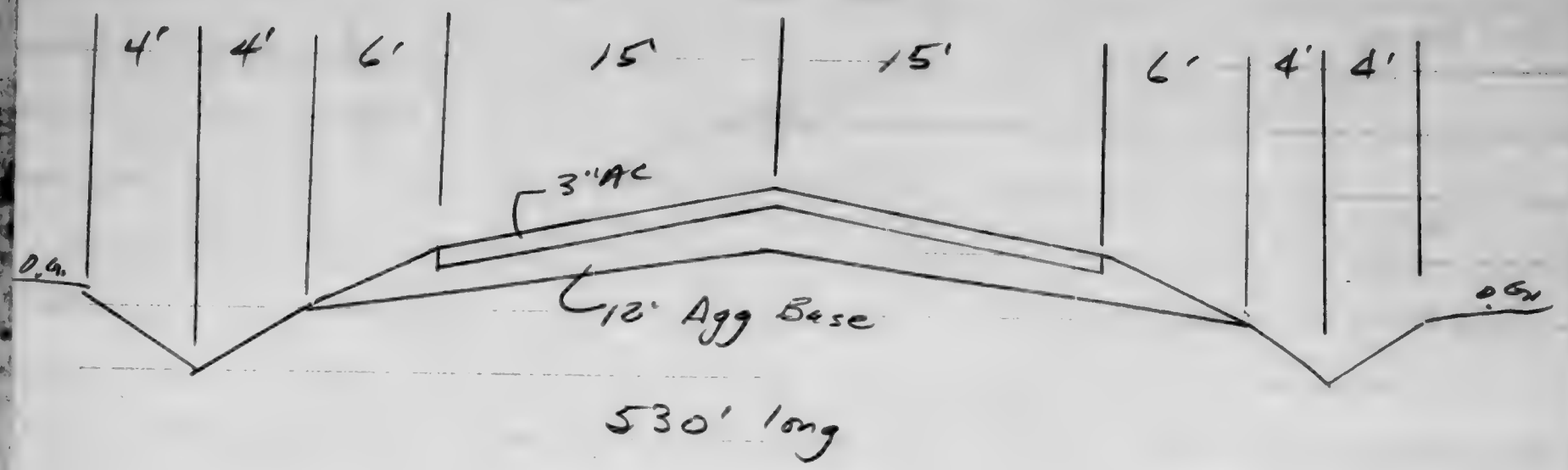
*Items include 10% allowance

3,370 (8700 / 33,700) = $870

Total	$ 28,084
Perm. signing ($100/intersection)	
Flagging	
Total	$ 28,084
Engineering & contingencies (20%)	5616
Total	$ 33,700
City's estimated share of survey	870
TOTAL ESTIMATED COST	$ 34,570

Say $35,000

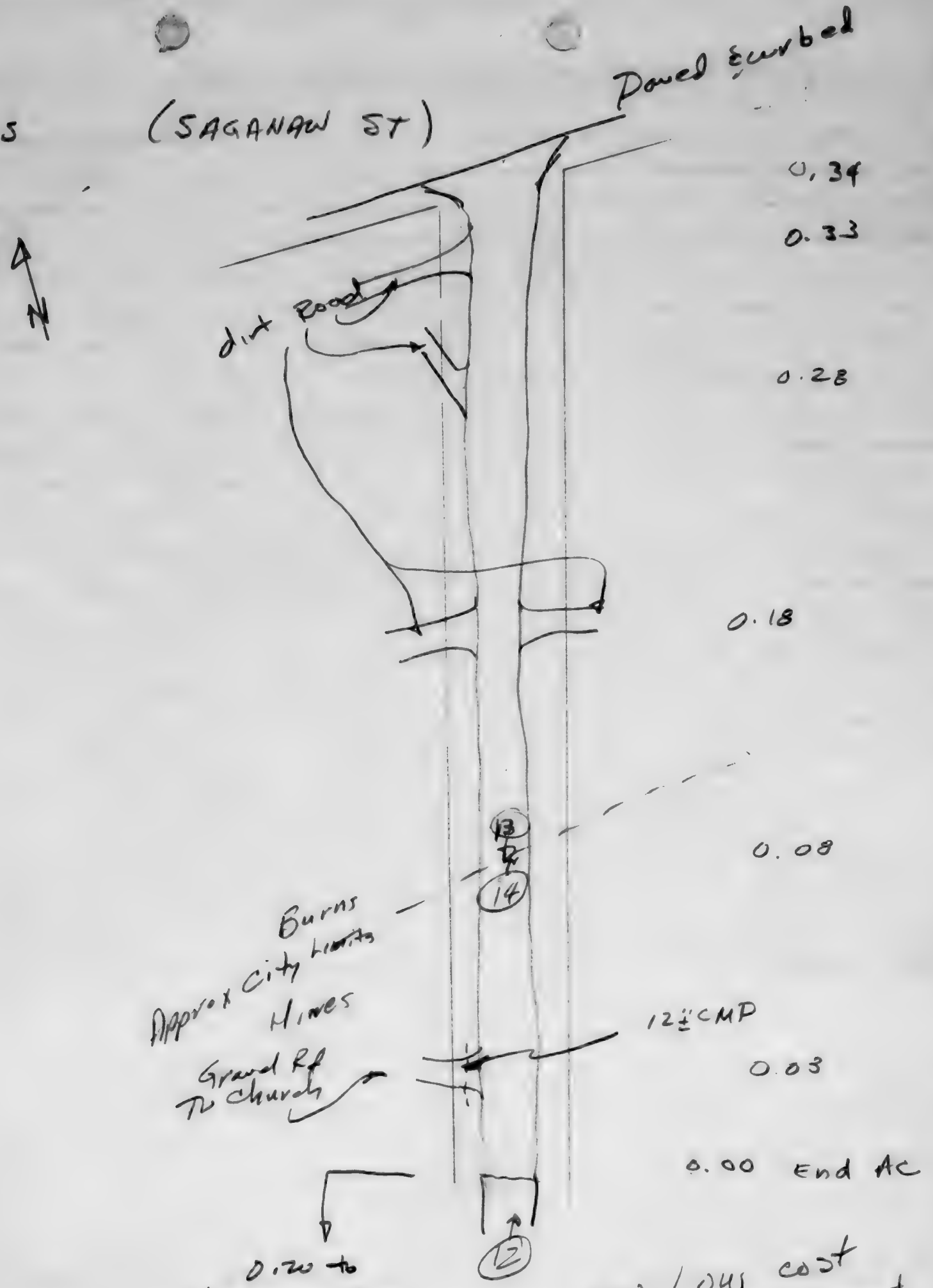
Hines (Saganaw St)

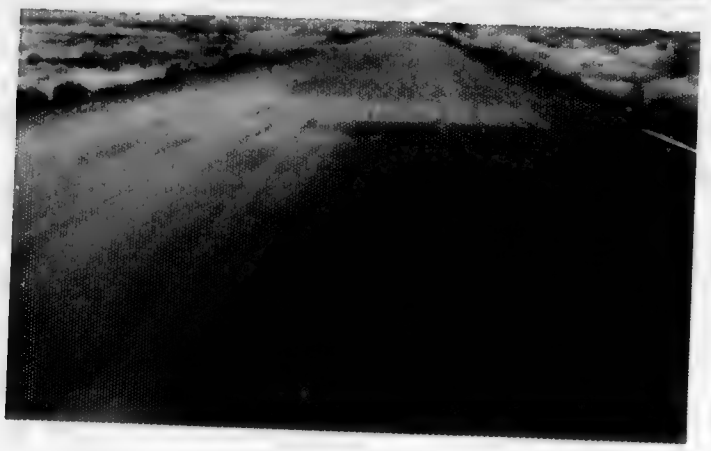


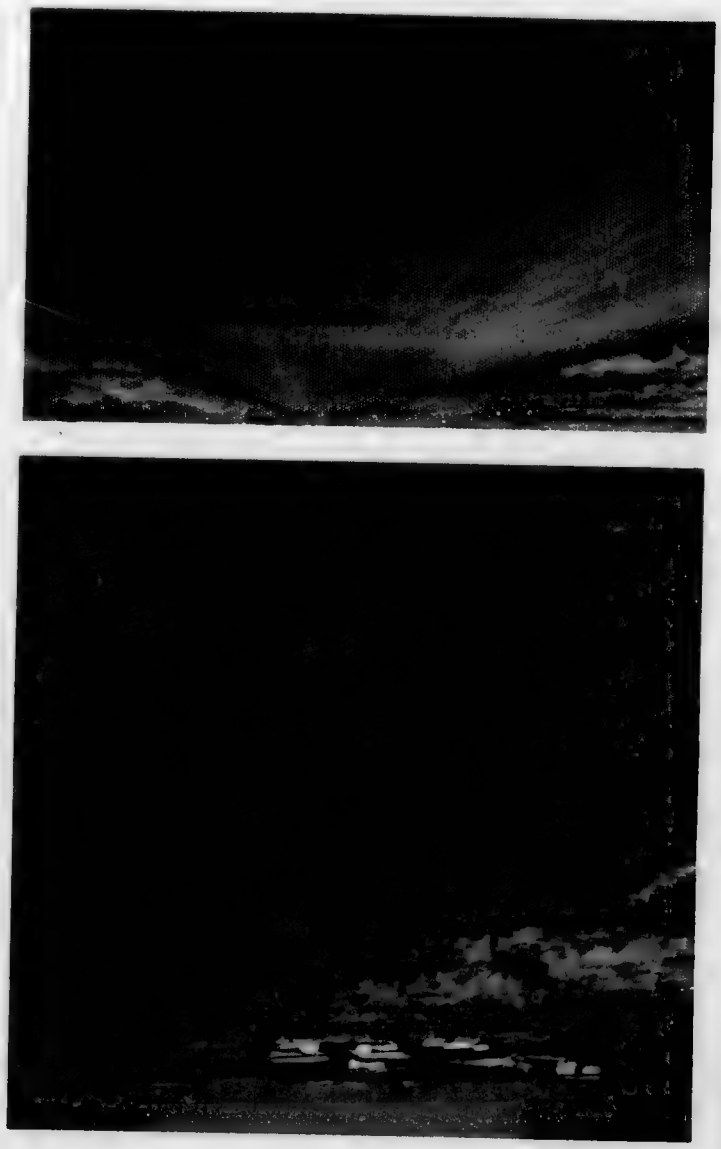
530' long

General Exc.	$\frac{1 \times 60 \times 1.1 \times 530}{27}$	1300 C.Y.
Trench Exc	$\frac{2 \times 2 \times 1.1 \times 200}{27}$	33 C.Y.
Aggregate Base	$\frac{36 \times 1.1 \times 530}{9}$	2330 S.Y.
AC	$\frac{30 \times 1.1 \times 530}{9}$	1940 S.Y.
12" Cmc Pipe	120×1.1	130 Lin ft.

HINES (SAGANAW ST)







Hines
(1975 SCA)
10-3-74
Looking Sly on Saginaw
from N.C.L.

Hines
(1975 SCA)
10-3-74

Looking Nly on
Saginaw from N.C.L.

SCA

PROJECT DATA, CITY OF HINES, OREGON Date 6/28/74

To be financed by Special City Allotment Fund and necessary city funds.

Street name SAGINAW
(Locate project on attached map.)

Project length 454 Feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 24 feet, width of shoulders: 6 feet

Curbed section; width curb to curb: 30 feet

Remarks Shoulders - 3 feet on each side

Surface now in place: Oil ____ Paving ____ Gravel X (Cinders & Gravel)

Present surface width: 24 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 24 feet (one)

Are intersecting streets curbed? Yes ____ No X

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: None feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: -- feet

Does city desire special type of curbs? Yes ____ No X

Explain: Will not curb at this time....

RECEIVED
COUNTY & CITY SECTION
JUL 10 1974
ENGR. COOR. DE AE UE
UPE CE RE RPE

RECEIVED
STATE HWY ENGR
JUL 10 '74
REFER TO
FOR
Info. | | | | | Act | File

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No X

Present sidewalks, Length: -- feet; Width: -- feet

Distance between present sidewalks: -- feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: -- feet

Are sidewalks to be constructed only on one side of street? Yes -- No --

Are sidewalks to be constructed on both sides of street? Yes -- No --

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

N/A _____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes -- No --

Is utility strip required? Yes___ No X ; Width: _____feet

Remarks_____

STORM SEWERS -

Now in place? Yes -- No X

If yes, are they adequate for increased flow? Yes___ No___ N/A

Indicate depth of main lines from present surface: N/A feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes___ No X

(Show location of ... on city map.)

SANITARY SEWERS -

Now in place? Yes -- No X (NOTE: City to adjust if required.)

If yes, indicate depth of sewers from present surface: _____feet

Remarks

WATER MAINS: (City to adjust if required.)

Now in place? Yes ___ No X

If yes, how deep from present surface? _____ feet

Remarks _____

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No N/A

Portland cement? Yes ___ No N/A

How many? None

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks _____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes ___ No X

Which company? _____
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No X

Which company? _____

Railroad tracks? Yes ___ No X

Which railway? _____

Is crossing currently protected by automatic railroad signals?

Yes ___ No X

Remarks No Railroad in area....

WORK TO BE DONE BY CITY AS PART OF PROJ

Grading? Yes X No ____

Clearing? Yes X No ____

Base rock? Yes ____ No X

Concrete curbs? Yes ____ No X

Driveways? Yes ____ No X

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes X No ____

When available? Date _____

For grading and clearing only...

Has city established grade on street? Yes ____ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

No excavation -- Base Rock will provide needed till to meet grade requirements.

General remarks: _____

By Wm H Jennings
Mayor

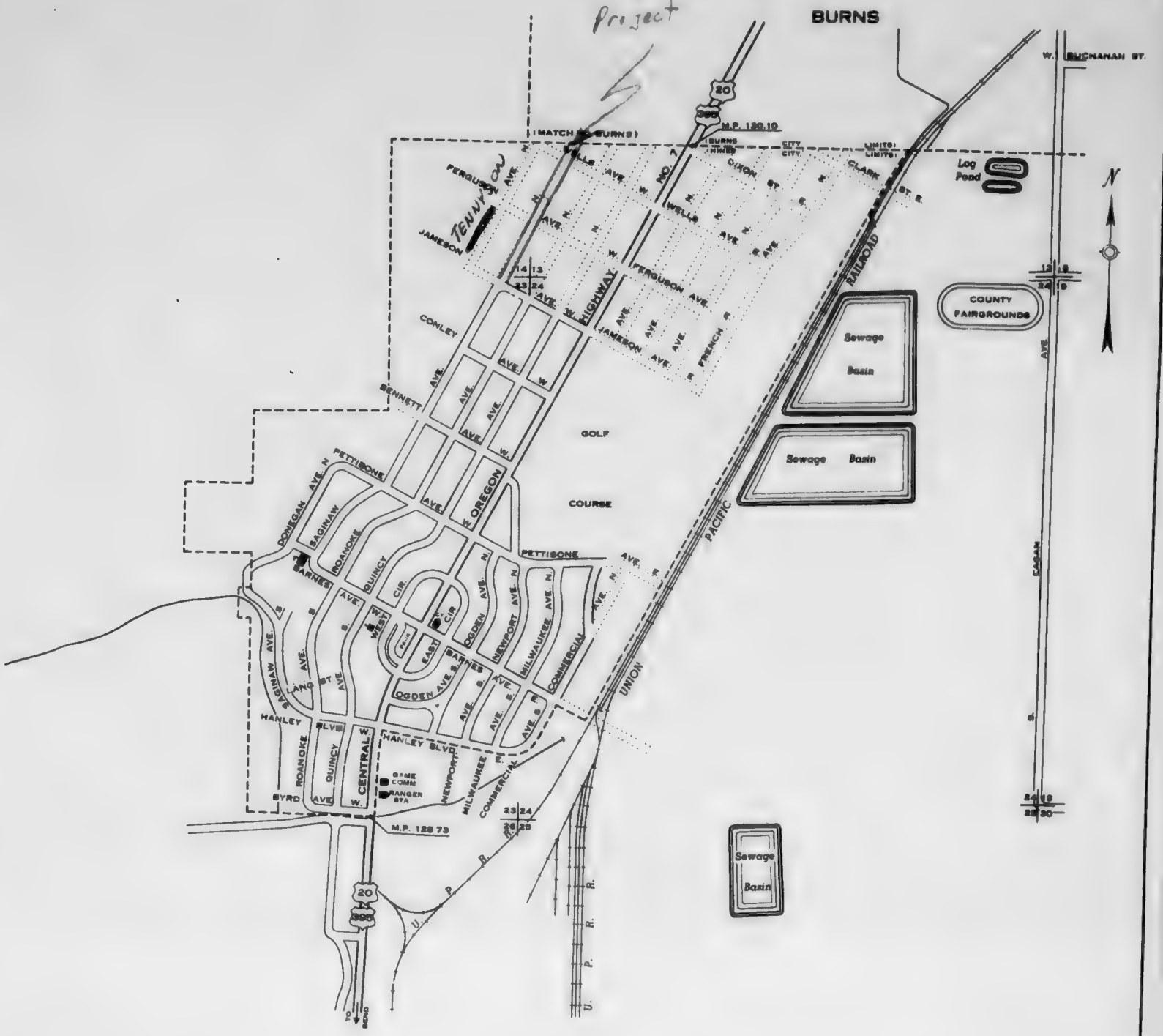
By John G. Gilbert
City Recorder or City Manager

By _____
City Engineer

✓ Marc Palmer 7/2/74

Proposed SCH Project

BURNS



SIGNED ROUTES

INTERSTATE 0
U S 00
ORE 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel
- Street dedicated but not open
- City Limits

HINES

HARNEY COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,337

Scale in Feet

Revised April 1965

Mare Palmer

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Mines is an incorporated city of the State of Oregon and has a population of 1454 as given by the latest official census; and

WHEREAS, the following streets of said city, Saginaw, Beginning at the Senior Citizen building (Saginaw Village) and running north on Saginaw 454 Ft. to the Burns City Limits. The Street is 30 Ft. Wide Total Cost at Prevailing Prices. This street is now being used to gain acess to a new Church, Senior Citizen Housing Development, added new homes has heavy traffic. The street was paved to the Housing Development as noted on the map.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

RECEIVED
COUNTY & CITY SECTION
JUN 21 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

4. That the City of Hines does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ron Strip + Lee Wallace as the official representatives of the city in all negotiations resulting from this request.

Passed and approved this 13 day of June, 1974.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Hines at a regular or special meeting of said Council, held on the 13 th day of June, 1974, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 13 day of June, 1974.

Larry V. Talbert
City Recorder

(cc-50, 1959 Rev.)

8297 Siletz River Bridges 1975
Siletz Hwy.
(Main. painting)

8297

8

June 14, 1978

Commercial Union Insurance Co.
1 Beacon Street
Boston, MA 02108

Gentlemen:

A post-final payment for $100,000 will be made to Clark Painting Company on Contract No. 8297 for maintenance painting on the Siletz River Bridges in Lincoln County as soon as the warrant is prepared.

The total amount paid on this contract will be $166,737.27 including the post-final payment. Of the total, $1,060.43 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Clark Painting Company
1725 Chicago Street
Salt Lake City, UT 84116

Commercial Union Assurance Companies
10 Broadway Street
St. Louis, MO 63102

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

DEPARTMENT OF JUSTICE

Memorandum

TO: H. S. Coulter
State Highway Engineer

DATE: April 19, 1978

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Contractors Claim Contract Number 8297
Siletz River Bridges

This contract was originally awarded on the basis of the bid of $56,173 by Clark Painting Company.

The specifications for the painting with relation to sandblasting provided as follows:

"514.32 preparation of surfaces

(a) removed dust plates on the bridge bearings and sandblast as in paragraph (b). Removed sand from bridge bearings.

(b) all rusted steel, including hand rail steel, shall be sandblasted to ASTM D 220 pictorial standard SA 2-½.

(c) all other areas shall be sandblasted to remove at least 90 percent of the existing green finish coats."

The painting was provided for as follows:

"514.34 painting - paint shall be applied as follows:

(a) All steel cleaned to bare metal shall be painted as follows:

Coat No.	Coat Name	Formula No.
1	1st Spot Coat	10-74
2	2nd Spot Coat	10-74
3	1st Stripe Coat	10-74
4	2nd Stripe Coat	10-74
5	Base Coat	10-74
6	1st Finish Coat	317-74
7	2nd Finish Coat	317-74

NOTED
H.S.COULTER

(b) All other steel except bridge bearings shall be painted as follows:

Coat No.	Coat Name	Formula No.
1	Base Coat	10-74
2	Stripe Coat	10-74
3	1st Finish Coat	317-74
4	2nd Finish Coat	317-74

(c) Stripe coats - stripe coats shall be applied to all edges, corners, crevices, rivet heads, boltheads and welds and shall extend a minimum of one inch from all edges.

(d) Each coat of paint shall be applied at a rate sufficient to obtain a minimum dry film thickness of 1-½ mils.

(e) If the old paint at the edge of cleaned areas lifts after any paint is applied to that area, the lifted paint shall be scraped off and the exposed area repainted with all previous coats."

Payment under the contract was as follows:

"514.81 and 514.91 Measurement and Payment - Payment for cleaning and painting work as specified will be made on the basis of the lump sum amount for the item:

1. Clean and paint Siletz River Bridges.

Payment for the above item shall be understood to be full and complete payment for furnishing all labor, materials, tools, equipment, supplied and for other costs required to complete the work as specified."

The contractor started to work in October of 1975 and from what I have been able to garner from the many meetings that have been held with the resident engineer and the inspector on the job, within two or three days after the contractor started sandblasting it was apparent that there was a great deal more dead paint on the bridge than had been anticipated and practically all of the paint was coming off when sandblasting took place, rather than just the green finish coat the specifications cited. There were also some inefficiencies on the part of the contractor in the work that was done in the fall of 1975. These were probably compounded by the fact that far more bare metal was being exposed than anticipated and the contractor, to some degree, gambled that weather conditions would hold out and sandblasted further ahead of the painting then it should have. As a result when the seal coat was put on in the fall of 1975, it did not hold through the winter and practically all of that work had to be done over when work was commenced next spring. Highway Division personnel were well aware of the fact that most of the paint was coming off in the fall of 1975 and did not initiate any action to change the specifications until the contractor started to work in the spring of 1976 at which time it became apparent that the specifications as called for in the contract were not going to work. At that time the contractor and the state attempted to work out a price agreement to cover the anticipated additional sandblasting and painting. The proposal was to sandblast all of the steel to bare metal and change the number of coats of paint that were required and the method of application. The blast that was contemplated in the price agreement was a commercial type blast.

After much negotiations it was thought that a price agreement had been entered into but a later check showed that the contractor had withdrawn its proposal for the price agreement prior to the time it was actually accepted by the Highway Division and therefore the price agreement was void. The contractor then asked for a meeting with the state and I was in on the initial meeting and subsequent ones in which the contractor asked for $41,000 additional payment in order to complete the first bridge and to paint the second bridge under the new specifications. The Contract Review Board reviewed all of the information furnished by the contractor and by the division and offered the contractor approximately $27,000 and this was refused. The contractor elected to complete the job and then submit a claim after the job was completed.

The change order that was issued by the state and which was followed by the contractor in finishing the first bridge and the entire work on the second bridge was to sandblast all steel to bare metal to a ASTM D 220 pictorial standard SA 2½. This was a planned change from the spot sandblasting at rusted areas and sandblasting at least 90 percent of the existing green finish coat from other areas. The proposed price agreement did not include any items for additional painting requirements as a result of sandblasting everything to bare metal.

On June 9, 1976 the resident engineer upon request of the contractor advised them of the change in specifications which reduced the milage from 10½ mils to 9 mils and the number of coats from 7 to 6 with the proviso that the first and second stripe coat could be applied in one operation. In the letter he advised that this system of painting had been used throughout the painting of the Fuller Bridge and should have been included in the price agreement of April 20, that was never finalized. The Resident Engineer went on to state in the letter "the ASTM D 220 pictorial standard SA 2½ was used in lieu of the SSPC-SP-6 that you named in your price agreement for simplification of terms only. The following difficulties encountered made it impossible to obtain a D-SA 2½ blast:

(1) heavy mil scale.

(2) small particals of red lead embedded under rivet heads and in crevices.

After field blasting tests an agreement was made between your superintendent Howard Johnson and myself that a high grade of commercial blasting would be satisfactory for the additional sandblasting of bare metal."

The contractor has argued that the actual sandblasting required on the job was to a near white blast and was far beyond the requirements of the specifications. As to the validity of the contractors argument this is something that could be argued forever and would be the word of the contractor's employees vs. the state's inspector and resident engineer. I doubt if that issue could ever be clearly resolved. The amount of rusted areas (which the original specs referred to) is also very difficult to establish.

I attach for your information is a copy of Exhibit I presented by the contractor which contains four columns. The first column entitled "original contract work" is the amount that the contractor felt he was responsible for although he had only been paid about $66,000 he would accept $75,000 of costs under that figure. The second column is force account work in the amount of slightly over $1,000 which has been paid. The third column is claimed additional work by a reason of the change in specifications and the fourth column is the total cost to the contractor including profit for the painting of both bridges.

From this summary you can see that the total claim of the contractor for additional payment amounts to $174,422.89.

As this contract was to be paid for in a lump sum and there were no particular bid items it is my opinion that if we were to go to court on this matter, we would have to admit that the contractor spent considerable extra money in finishing the first bridge and painting the second over and above the amount of the contract and the required extra work was a substantial change in the work to be done. This then would in reality invalidate the amount bid on the contract and put the matter before the court on the basis of quantum meruit (actual and necessary cost to the contractor in completing the work required by the state). With this situation before us, we would have to conduct a complete audit of the contractor's books and attempt to disprove all of the cost items or reduce the cost items of the contractor by showing they were improper expenditures or that certain work was not in fact performed or that man hours were charged to the job that were not actually worked. This would be a long and costly process and would be quite expensive to the state. What the result would be, I have no idea.

I have attached a copy of the Supreme Court case in 1967 A. H. Barbur & Son, Inc., vs. State Highway Commission which is directly in point for the instant claim. I think that your review of that decision would indicate the possible ruling of the court in this case. The only undecided question would be how much the contractor would be entitled to. We have had one meeting with the contractor representative and their attorney Mr. Kobin and I have had an additional meeting with Mr. Kobin and Al Harwood in attempting to reach a settlement on this matter. I have reached an agreement with Mr. Kobin for a settlement in the amount of $100,000.

In arriving at the figure of $100,000 various avenues were explored and the following is probably the best that I can offer considering that we do not have actual proof of any improper charges by the contractor except for possibly 500 man hours that were charged on the job that were not worked. This again would be a long process in checking the payrolls and arguing the point. The contractor does acknowledge, however, that there were some improper labor charges to the job. Referring again to the contractors Exhibit I, in which all of the figures are set forth, I will now work from the right hand column entitled "totals". If we eliminate profit from the job, we would then be down to $228,259.00. Then if we were to subtract the $68,640 (contractors accepted costs) figure is $159,619. Subtracting $1,052 as force account work the figure is $158,567. I have then deducted $10,000 for labor cost charges to the job

which were not actually performed and labor inefficiencies which brings the figure to $148,567. The contractors figure for equipment rental is felt to be quite high and I have subtracted $12,000 from its equipment rental figure thereby reducing the claim to $136,567. In comparing the cost on the two bridges after the above deductions, it was felt that there was additional $46,000 in extra charges for the first bridge that were a direct result of and in addition to, improper labor cost charges and labor inefficiencies in the fall of 1975. By deducting that figure I arrive at the figure of $90,567.

I estimate that it would cost the state a minimum of $10,000 in legal fees to try this case, possibly more, plus the time of division engineers and accounts which would probably be an additional $3,000 to $4,000.

There is also an argument that the contractor could make that it is entitled to interest under 109.12 and 109.15 of the standard specifications. Taking this into consideration, if we were to go to court it would probably take a year or more to get the case tried and we would owe 12% interest on whatever the judgment might be for at least one year. Assuming a judgment favorable to the state of approximately $80,000, we would owe $9,600 in interest.

Another element which must be considered at this point is the witnesses the state would have if this should go to trail. They would be the resident engineer and inspector and I do not feel that they would be able to do that well in court as Mr. Kobin is an extremely experienced contract claim attorney and I am sure with the information he has on this particular claim that he would make it extremely difficult for our witnesses to provide a valid defense for the division and to document that the work of the contractor was inefficient and that the work of the contractor was of far less value then it has claimed. I have discussed this with Al Harwood and John Bond and they agree that a settlement in the amount of $100,000 would be in the best interest of the state. I attach for your information a March 31 memo from Al Harwood which was subsequent to our meeting with Mr. Kobin. I also attach an analysis by John Bond dated January 24 based on some assumption that we would have to substantiate in court and which would be difficult especially as the contractor can prove that they actually did the work and paid out the money.

In conclusion I feel that Al Harwood has hit the nail on the head in that our specifications and instructions were not the best, the contractor's bid was not the best, but as you will note from the court decision in the Barbur case, the specifications are a warranty and the contractor is entitled to rely on them. One closing item that I have not mentioned before is that the contractor is aware that the resident engineer requested, prior to the awarding of bids, that the bridge be sandblasted to bare metal because of the condition of the paint. This I feel would be a very damaging item if we were to go to court and would set us up as having not really inspected the existing paint job on the bridge and had not written proper specifications for the job. This, in my opinion, would certainly influence the judge in his decision.

JLS:sjb

attachments

Clark Painting Company

May 31, 1977

Exhibit I

Contract No. 8297
Siletz Bridges

	Original Contract Work	Force Account Work	Claimed Additional Work	TOTALS
Labor	$19,874.08	$ 354.96	$ 46,115.44	$ 66,344.48
Payroll Taxes & Insurances-Workmen's Comp.	13,016.06	239.46	29,654.68	42,910.20
Fringe Benefits	1,743.72	35.92	4,030.25	5,809.89
Other Direct Costs:				
Subsistence & Travel	4,734.11	101.50	12,547.12	17,382.73
Equipment Rental	4,974.21	143.60	23,939.35	29,057.16
Materials -				
Abrasive	3,342.75	12.38	12,841.20	16,196.33
Paint & Solvents	6,815.06	----	3,699.56	10,514.62
Misc. Supplies, Fuel Repairs	2,381.14	----	4,520.86	6,902.00
Freight	734.54	----	----	734.54
Travel Expenses	2,173.06	----	----	2,173.06
Sub-Total Direct Costs	$59,788.73	$ 887.82	$ 137,348.46	$198,025.01
Overhead on Labor	$ 6,336.75	$ 126.07	$ 15,463.00	$ 21,925.82
Handling Charge on Other Directs	2,515.49	38.63	5,754.81	8,308.93
Sub-Total Costs	$68,640.97	$1,052.52	$ 158,566.27	$228,259.76
Profit	$ 6,863.89	$ 7.91	$ 15,856.62	$ 22,728.42
	$75,504.86	$1,060.43	$ 174,422.89	$250,988.18

after learning that Watrud was violating his trust continued to allow him to handle her funds is estopped as against defendants to assert a claim for subsequent breaches of duty by Watrud in paying out money to plaintiff's husband and himself. After a careful reading of the record we are of the opinion that plaintiff did not act unreasonably in further trusting Watrud after the disclosure of his unauthorized payment of funds to plaintiff's husband.

The decree of the trial court is reversed and the cause is remanded for further proceedings not inconsistent with this opinion.[©]

© By stipulation the parties agreed to try initially only the issue of defendants' liability and defer the trial of the issue of the extent of defendants' liability, if any.

Argued May 5, affirmed November 22, 1967

A. H. BARBOUR & SON, INC., *Respondent*, *v.* STATE HIGHWAY COMMISSION, *Appellant*.

433 P. 2d 817

Action by bridge painting contractor to recover for extra sandblasting. The Circuit Court, Marion County, Val D. Sloper, J., rendered judgment for plaintiff, and defendant appealed. The Supreme Court, Lusk, J., held, inter alia, that evidence supported finding to effect that hand chipping required by state because of excessive rust, unknown to parties before contract, required contractor to perform more sandblasting and spot painting than that contemplated by contract.

Affirmed.

Bridges—Extra work unforeseeable by contractor

1. Evidence in bridge painting contractor's action to recover for cost of extra sandblasting supported finding that condition which made extra work necessary was not one which contractor should have discovered before making contract.

Contracts—Owner's specifications—In nature of warranty

2. Owner's specification to painting contractor that rust should be removed by sandblasting is in nature of warranty that, if it is complied with, satisfactory performance will result.

Bridges—Evidence as to cause of extra work

3. Evidence in bridge painting contractor's action to recover for extra sandblasting supported finding to effect that hand chipping required by state because of excessive rust, unknown to parties before contract, required contractor to perform more sandblasting and spot painting than that contemplated by contract.

States—Effect of engineer's decisions

4. Decision by state engineer under contract provision that his decisions should be final, binding and conclusive, conclusively binds parties unless there is proof of fraud or gross mistake.

Bridges—Engineer's decisions not within contract

5. State engineer's rejection of bridge painting contractor's claim for additional compensation for extra sandblasting required by state was not within contract provision making engineer's decisions binding in questions concerning quality, quantity and acceptability of materials and work, manner and rate of progress, interpretation of plans and specifications, and amounts and classifications of work and materials.

STATE HIGHWAY

Bridges—Extra and additional work—Notice of commencement not required

6. Bridge painting contractor, who claimed extra compensation for additional and more expensive sandblasting required by state when unexpected rust was encountered, was not required to give written notice to state before commencing additional work, since additional work in question was within standard specification relating to alterations or increases, rather than specification dealing with work or materials not clearly covered in contract or not ordered by engineer as an extra.

Bridges—Extra sandblasting—Reasonable value

7. Evidence in bridge painting contractor's action to recover for extra sandblasting supported finding as to reasonable value of work performed.

Bridges—Allowance for extra work performed on engineer's order

8. Bridge painting contractor was entitled to fair and equitable allowance for extra and more expensive sandblasting where character of work was materially altered and cost thereof materially increased at engineer's order.

States—Delay in presenting claim for extra work

9. Delay in presenting claim for additional work under state contract was factor for consideration in passing on validity of claim, but was not conclusive against it.

Municipal corporations—Liability for increased costs

10. If municipal corporation by its own act causes work to be done by contractor to be more expensive than it otherwise would have been according to terms of original contract, it is liable for increased cost.

See additional compensation where contract must be performed under burdensome conditions not anticipated.
17 Am Jur 2d, Contracts § 462.
12 ALR2d 107.
CJS, Bridges § 35.

Department 1.

Appeal from Circuit Court, Marion County.

VAL D. SLOPER, Judge.

Alan H. Johansen, Assistant Attorney General, Salem, argued the cause for appellant. With him on the briefs were Robert Y. Thornton, Attorney General, and G. E. Rohde, Assistant Attorney General and Chief Counsel for Oregon State Highway Commission.

Paul R. Meyer, Portland, argued the cause for respondent. With him on the brief was Norman B. Kobin.

Cite as 248 Or. 247

Before PERRY, Chief Justice, and MCALLISTER, O'CONNELL, GOODWIN and LUSK, Justices.

AFFIRMED.

LUSK, J.

This is an action by a contractor to recover additional compensation from the State of Oregon acting by and through its State Highway Commission for work done under a contract for the maintenance cleaning and painting of all structural steel in the three steel spans below the roadway slab of the Yaquina Bay Bridge at Newport, Oregon.

In a trial before the court without a jury the court entered findings of fact and conclusions of law and a judgment in favor of the plaintiff in the sum of $37,468.96. Defendant has appealed from the judgment so far as it exceeds the sum of $2,968.96.

The contract contained this provision:

"All metal surfaces shall be cleaned and conditioned by sand blasting. The cleaning shall be done in accordance with 'Steel-Structures Painting Council Surface Preparation Specification No. 6, Commercial Sand Blasting.' The contractor need not remove all paint but shall remove all rust, mill scale, dead or loose paint, no matter how small the areas, and any other matter that might be detrimental to the new paint coat. The cleaned areas need not be brought to a uniform color provided detrimental material is removed. The maximum size of the sand shall be not larger than that passing a 16-mesh screen, U. S. sieve series."

STATE HIGHWAY

The document referred to in the provision quoted defines commercial blast cleaning as follows:

> "Commercial Blast Cleaning is a method of preparing metal surfaces for painting by removing mill scale, rust, rust-scale, paint, or foreign matter by the use of abrasives propelled through nozzles or by centrifugal wheels, to the degree hereafter specified."

Plaintiff commenced work under the contract on June 9, 1959, and shortly thereafter discovered incrustations of rust so heavy that they could not be practicably removed by sandblasting. As a result the defendant, through engineers of the State Highway Department, issued two orders (referred to as change orders) "for extra work to be performed on force account basis," i.e., cost plus a percentage. Order number one estimated the cost of the extra work for span 1 as $3,006, and order number two estimated the cost of that work for spans 2 and 3 at $6,000. The orders contained the following description of the work to be done:

> "Compensate the contractor for extra costs involved in chipping and removing heavy rust scale inside steel members, vertical posts, box arch rings and other members."

Each order contained the following explanation of the reason for classing the work as "extra work":

> "Heavy rust scale built up inside of steel members must be removed by chipping with air hammers and is not considered as part of normal sandblasting required by the contract. Areas to be sandblasted after chipping as part of contract requirement."

Plaintiff proceeded with the job and completed it on October 22, 1960. Payments for the chipping pursuant to change order number two instead of the estimated $6,000, amounted to $43,060.50.

On November 2, 1962, the plaintiff asserted the claim which is the basis of this action. As alleged in the amended complaint, on which the case was tried, the defendant grossly underestimated the amount of handchipping required to be performed and directed and required the plaintiff to perform handchipping at a cost in excess of $39,000 instead of the estimated $6,000 in change order number two. These directions constituted an alteration in the details of construction. The six-fold increase in amount of handchipping necessarily resulted in plaintiff being required to perform sandblasting and spot painting where base metal was exposed, to an extent far beyond that contemplated by the contract and materially changed the character of the other work to be performed and the cost to complete the same. (It was further alleged that the time for performing the work was extended to an additional work season increasing plaintiff's cost. The court found against the plaintiff on this issue and, as no appeal has been taken by the plaintiff, that question is not in the case.) The amended complaint then alleges that under a provision of the contract (hereinafter set out) an allowance should be made in favor of the contractor in such amounts as would be fair and equitable and that a fair and equitable amount is $54,472.11 together with interest at the rate of six per cent per annum from November 2, 1962.

The answer of the defendant, in addition to denials, alleged that all the extra work described in the amended complaint was performed by the plaintiff pursuant to the two change orders and was fully paid for. The answer further alleged that plaintiff had failed to comply with a provision of the contract (here-

inafter set forth) requiring the contractor to give notice in writing to the defendant's engineer of the intention to make claim for compensation for extra work.

In its reply to these affirmative matters the plaintiff realleged the parties' miscalculation as to the amount of work involved in change order number two and alleged that this work was performed under a mutual mistake of fact; that it was not until the work directed by defendant under the change orders amounted to a material increase in the handchipping required over that contemplated by the parties at the time the change orders were issued that the character of the work to be performed and its cost were materially changed so as to make applicable the provision of the contract referred to in the amended complaint.

A pretrial stipulation (omitting two provisions as to questions not at issue on this appeal) stated the questions for decision as follows:

"C. With respect to plaintiff's claim for additional sandblasting and spot painting in the amount of $46,437.76:

1) Did the handchipping which the State required because of the excessive rust require the contractor to perform more sandblasting and spot painting than that contemplated by the original contract?
2) If so, what was the reasonable value contractor should recover for the performance of this work?
3) (a) Was the contractor required to give written notice before beginning this work?
   (b) If so, was such requirement waived under the facts of this case?"

The court found that the plaintiff made a reasonable examination of the bridge prior to bidding the

job and entering into the contract with defendant; that the heavy rust incrustations were not theretofore reasonably apparent to plaintiff and the condition resulted from defendant's failure in previous years to require adequate cleaning prior to repainting; that the handchipping required because of the excessive rust resulted in the plaintiff being directed by the defendant to perform substantially more sandblasting and spot painting than were contemplated by the contract and the change orders and materially altered the character of the work to be performed; that both parties were mistaken as to the extent of the handchipping that would be required and neither party contemplated that the handchipping operations would result in plaintiff's being required to perform sandblasting and spot painting to an extent far beyond that contemplated by the contract and change orders. Finding of Fact number VIII reads, in part:

"Not until the handchipping work directed by defendant progressed to the place where there was such substantial increase did such directions and the conditions occasioned thereby materially change or alter the character of the sandblasting and spot painting work and materially increase the cost thereof. * * * No basis for an allowance to plaintiff on account of the change in the character of the work and of the cost thereof was agreed to between plaintiff and defendant in advance of the performance of the work. Upon presentation of plaintiff's claim, defendant's engineer failed and refused to determine a fair and equitable allowance for plaintiff for said change in the character of the work and the increased cost thereof."

Finding X reads:

"Plaintiff performed all its work under the constant supervision, inspection, control and direction of the defendant. Defendant was fully aware of all

additional work being performed, not only in the handchipping operation but also in the additional sandblasting and spot painting. Defendant maintained records of all plaintiff's man hours, material and equipment expended in the prosecution of the work and was at all times aware of the scope of the additional work and the materials being performed and furnished."

The court further found that the sum of $34,500© was reasonably and necessarily incurred by plaintiff in the performance of the additional sandblasting and spot painting directed by the defendant over that contemplated in the contract.

The defendant says in its brief that it does not question that heavy rust incrustations, requiring chipping for removal, were encountered to an extent not contemplated by either of the parties, but that the chipping work was paid for pursuant to the extra work orders. "The issue to be resolved," the brief continues, "is whether, as a result of the chipping, the plaintiff was required to sandblast and spot paint a substantially greater area than was contemplated *by the contract.*"

More accurately stated, the issue in this court is whether there is evidence to support the judge's findings in this regard.

Defendant concedes that "there was sufficient evidence to sustain findings to the effect that the heavy rust incrustations were not in fact anticipated, to the extent actually encountered, either by the plaintiff or by the defendant," and that "the rust and resultant chipping work caused an increase, to some extent, in

© The additional sum of $2,968.96 in the judgment was for chipping work done pursuant to the change orders. Defendant has not appealed from this part of the judgment.

the amount of necessary sandblasting and spot painting, over the amount of such work which was in fact anticipated by the plaintiff." Defendant might well have added, "or by the defendant." Defendant further concedes that there was evidence from which the court could find "that the amount of sandblasting and spot painting was increased two to three times what it would have been but for the heavy rust and chipping work necessary to remove it."

The defendant contends, however, that this extra work and expense were contemplated by the contract and, therefore, payment under the contract is all the plaintiff is entitled to.

The argument runs thus: The contract requires the plaintiff to "remove all rust" and the defendant made no representations as to what portion of the structural steel underneath the deck of the bridge might require sandblasting or spot painting. On the contrary, the contract provides that the contractor, before he signs the contract, has made a careful examination of it, has fully informed himself as to the quantity of materials and the character of the work required and has made a careful examination of the work and the sources of supply for materials. The contract further provides that the State "will in no case be responsible for any loss or for any unanticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in advance in regard to all conditions pertaining to the work." And it is insisted that the contractor here should bear the burden of the "unanticipated costs" because it did not make an adequate examination of the structural steel to be painted before signing the contract, whereas a careful examination would have disclosed the heavy incrustations of rust and the

contractor could have governed himself accordingly. Another provision of the contract relied on by the defendant reads that the contractor shall accept the compensation therein provided for performing the work and also for all loss arising from "any unforeseen difficulties which may be encountered during the prosecution of the work."

1. We cannot accept this contention. It is largely dependent on the assumption that the plaintiff should have discovered the condition which made the extra work necessary but failed to do so because of a careless or inadequate examination of the bridge before submitting its bid. The court's finding is to the contrary and that finding is supported by evidence.

It has been the practice of the State Highway Commission to paint the Yaquina Bay Bridge and other bridges on the coast every four or five years for their proper maintenance. Ivan D. Merchant, Chief Bridge Engineer for the State of Oregon, testified that heavy incrustations of rust encountered by the plaintiff were due to the fact that at one time or another the bridge had not been properly cleaned, a conclusion based upon the discovery after the plaintiff commenced its work that paint had previously been applied over layers of accumulated rust.

The examination was made by Arthur E. Byrd, plaintiff's superintendent, who had had 15 years' experience in the business. He testified, in substance, that the examination took a day or a day and a half of his time and was such as is customary in like circumstances. He did not look at every member of the steel structure, but at enough to satisfy himself as to the average condition of the bridge, and the evidence justifies the conclusion that but for the unusual situation brought about by improper cleaning at some prior

time, the examination would have, with fair accuracy, supported Byrd's conclusion as to the approximate quantity of rust.

From all the evidence the conclusion may be fairly deduced that failure of the plaintiff to discover the excessive rust was due, not to a careless or inadequate examination, but to an unusual condition, the existence of which the contractor had no reason to suspect and the state had failed to discover.

It is not enough to argue that the contractor agreed to remove "*all* rust" (the emphasis is the defendant's) and, therefore, that the risk of loss due to the existence of a greater amount of rust than either party anticipated was upon the contractor, as under different circumstances might be the case. See Restatement, Contracts § 467. For the contract does not require the contractor to remove all rust—period, but to remove it by a specific method, namely, commercial sandblasting. Commercial sandblasting is less costly than what is known as white metal blast (which eventually plaintiff was required to use). It may be assumed that in preparing its bid plaintiff took this factor into consideration. Mr. Archibald H. Barbour, Jr., head of the plaintiff corporation, who prepared the bid for his company, testified that a specification of commercial sandblast indicates a light rust to be removed; if there is heavy rust a white metal blast should be specified; and if there are heavy rust incrustations that cannot be removed economically by sandblasting methods hand chipping should be specified.

2. The specification is in the nature of a warranty that, if it is "complied with, satisfactory performance will result": *J. D. Hedin Construction Company v. United States,* 347 F2d 235, 241 (Ct Cl); *United States v. Spearin,* 248 US 132, 136, 39 S Ct 59, 63 L

ed 166; *Montrose Contracting Co. v. County of Westchester*, 80 F2d 841 (2d Cir). See *Savage v. Peter Kiewit Sons' Co.*, 249 Or 147, 432 P2d 519, 523.

In these circumstances the provision of the contract respecting loss arising from "unforeseen difficulties" has no application.

The specification of commercial sandblasting was faulty, as the defendant recognized when it issued the change orders.

The evidence shows that after the chipping began the defendant ordered sandblasting by the white metal method, instead of the commercial method, apparently because use of the former was made necessary by extensive pitting in the steel due to the excessive rust. A white metal blast involves approximately two and one-half times more labor and material than a commercial blast and when this type of blast is used more spot painting is required. It is established, therefore, by overwhelming evidence that as a result of an erroneous specification in the contract the contractor was compelled not only to remove the excessive and unanticipated rust by a different and more expensive method than that specified, but, also, in order to clean the steel surfaces properly, to use a more costly method of blasting than that specified. It is further established that the additional cost of the chipping job was several times as great as had been estimated by the bridge engineer and there was, therefore, a corresponding increase in the additional cost of white metal sandblasting and spot painting. All this additional cost is traced back to the original error in specifications and to the orders to remove the rust by chipping instead of sandblasting. In addition, there was a specific direction by the defendant to change from commercial to white metal sandblast. Mr. Merchant himself testified that if the contractor were required to perform a white metal blast the amount of sandblasting would have been increased beyond that contemplated by the contract.

3. From the foregoing it follows that an affirmative answer must be given to the first stipulated question, that is, the handchipping required by the defendant because of the excessive rust also required the contractor to perform more sandblasting and spot painting than that contemplated by the original contract.

We will consider the second stipulated question last. We turn now to the third question, whether the contractor was required to give written notice before beginning this work and, if so, was such requirement waived?

The written notice referred to in the stipulation is provided for in Article 1.5.13 of the Standard Specifications for Highway Bridge Construction, incorporated in the contract by reference. That article reads:

> "In any case where the contractor deems extra compensation is due him for work or materials not clearly covered in the contract or not ordered by the engineer as an extra as defined herein, the contractor shall in writing notify the engineer of his intention to make claim for such compensation before he begins the work on which he bases the claim. If such notification is not given or the engineer is not afforded proper facilities by the contractor for keeping strict account of actual cost, then the contractor hereby agrees to waive the claim for such extra compensation. Such notice by the contractor, and the fact that the engineer has kept account of the cost as aforesaid, shall not in any way be construed as proving the validity of the claim. In case the claim is found to be just, it shall be allowed and paid for as an extra as provided herein for

extra work, or it shall be allowed and paid under a supplemental agreement to be entered into between the parties to the contract."

The plaintiff contends, first, that the notice requirement was waived and, second, that, in any event, the case is governed by Article 1.9.3 of the Standard Specifications, which reads:

"The State reserves the right to make, at any time during the progress of the work, such increases or decreases in quantities and such alterations in the details of construction, including alterations in the grade or alignment of the road or structure or both, as may be found to be necessary or desirable. Such increases or decreases and alterations shall not invalidate the contract nor release the surety, and the contractor agrees to accept the work as altered the same as if it had been a part of the original contract.

"Unless such alterations and increases or decreases materially change the character of the work to be performed or the cost thereof, the altered work shall be paid for at the same unit prices as other parts of the work. If, however, the character of the work or the unit costs thereof are materially changed, an allowance shall be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then an allowance shall be made either for or against the contractor, in such amounts as the engineer may determine to be fair and equitable.

"No claim shall be made by the contractor for any loss of anticipated profits because of any such alteration, or by reason of any variation between the approximate quantities and the quantities of the work as done."

Provisions in a contract regarding alterations such as those in Article 1.9.3 of the Standard Specifications

are independent of those regarding disputed claims for extra work such as are found in Article 1.5.13, and the requirement of notice has no application where work is done in pursuance of an alteration made by the State in the details of construction: *Wood v. City of Fort Wayne,* 119 US 312, 320, 7 S Ct 219, 30 L ed 416; *Carson v. City of Dawson,* 129 Minn 453, 458, 152 NW 842; 43 Am Jur 859, Public Works and Contracts § 115. (The word "construction" in Article 1.9.3 may properly be given a broad meaning in order to carry out the intent of the parties to make that article applicable to a painting contract.)

We think the additional sandblasting and spot painting required of the plaintiff constituted "increases in * * * quantities" and "alterations in the details of construction" within the meaning of those terms as used in Article 1.9.3. Defendant's contention to the contrary is essentially the same as that it urges to support its claim that the plaintiff did nothing beyond what the original contract required it to do, a contention that, for reasons already stated, we are unable to accept. Satisfactory completion of the job could not be accomplished unless the additional and more expensive sandblasting and the increased amount of spot painting were done. These were not within the contemplation of the parties to the contract as it was originally drawn, but came into existence because of the chipping order.

Defendant argues that plaintiff was advised by the change orders that sandblasting after chipping was to be done "as part of contract requirement." At the time the orders were issued it was believed by both parties that the cost of chipping spans numbers 2 and 3 would not exceed $6,000. Neither party at that time had any reason to envision the magnitude of the addi-

tional cost to the plaintiff that would result from the actual, rather than the estimated, cost of the chipping on spans 2 and 3. In our opinion, the language quoted cannot be deemed as matter of law a bar to plaintiff's claim.

Defendant urges that the engineer's decision rejecting plaintiff's claim is conclusive under Article 1.5.1 of the Standard Specifications, which reads:

> "To prevent misunderstandings, disputes and litigation, it is expressly understood by all of the parties to the contract, including the surety, that the engineer shall, in all cases, determine any and all questions which may arise concerning the quality, quantity, and acceptability of materials furnished and work performed; the manner and rate of progress of the performance of all work; the interpretation of plans and specifications; and the amounts and classifications of the several kinds of work and materials; and his estimates and decisions in these matters shall be final, binding, and conclusive upon all parties to the contract.
> * * * * *"

4, 5. The decision by the engineer of a question included in such a provision of the contract will conclusively bind the parties unless there is proof of fraud or gross mistake: *Highway Commission v. Heintz Construction Co.*, 245 Or 530, 423 P2d 175. But here, as in the *Heintz* case, the decision of the engineer was upon a question not within the purview of the article. The engineer rejected the plaintiff's claim that it was entitled to additional compensation for work done pursuant to an alteration in the details of construction made by the defendant. Article 1.5.1 does not cover such a question.

6. The answer to the third stipulated question is that plaintiff was not required to give written notice to defendant before commencing the work in controversy because the case is governed by Article 1.9.3 of the Standard Specifications.

7. Little needs to be said upon the second stipulated question, namely, what was the reasonable value of the work performed by the contractor. The evidence on behalf of the plaintiff showed increased costs attributable to the additional sandblasting and spot painting ranging from $40,000 to $71,000. The court found $34,500. The evidence to support the finding is ample.

8. The evidence supports the finding that under the direction of the defendant the character of the work was materially altered and the cost thereof materially increased. Plaintiff, therefore, was entitled to a fair and equitable allowance to be made by the engineer and since the engineer declined to make any allowance whatever it is only fitting and proper that the court do so.

Defendant calls our attention to the following statement from *Ryan v. City of New York*, 179 App Div 181, 192, 166 NYS 575:

> "It is highly important, especially in municipal contracts, that claims growing out of changes in the contract should be promptly asserted, so that the municipal authorities will know what a public work is costing as it goes along and not be subjected to large increases in cost based upon stale claims presented years after the event."

9, 10. We agree entirely with the foregoing. The delay of two years in presenting the claim in this case (together with plaintiff's explanation of that delay) was certainly a factor for the consideration of the trial judge in passing upon the validity of the claim, but can-

not be held to be conclusive against it. On the other hand, it is not to be overlooked that, as stated by Judge Cardozo in *Sundstrom v. State of New York*, 213 NY 68, 72, 106 NE 924, if a municipal corporation "by its own act causes work to be done by a contractor to be more expensive than it otherwise would have been according to the terms of the original contract, it is liable for the increased cost."

At any rate in this case, the findings of the trial judge which make necessary the conclusion we have reached, are supported by substantial competent evidence and the judgment must, therefore, be affirmed.

Argued June 7, modified November 22, 1967

WILLIAMS, *Respondent*, *v.* WILLIAMS, *Appellant.*

433 P. 2d 615

Divorced husband moved to terminate his obligation to pay alimony to ex-wife. The Circuit Court, Multnomah County, Jean L. Lewis, J., entered order denying motion and husband appealed. The Supreme Court, McAllister, J., held that where divorced husband's net monthly income was $327.48, his monthly expenses were $323.30 and he had total indebtedness of $3,814.37 and his divorced wife's gross wage was $320 per month and she still had home, automobile, policy, and savings account and was living within her income, husband was entitled to reduction of alimony to $50 per month.

Modified.

Divorce—Reduction of alimony

Where divorced husband's net monthly income was $327.48, his monthly expenses were $323.30 and he had total indebtedness of $3,814.37 and his divorced wife's gross wage was $320 per month and she still had home, automobile, policy, and savings account and was living within her income, husband was entitled to reduction of alimony to $50 per month.

See grounds for modification of alimony allowance.
24 Am Jur 2d, Divorce and Separation §§ 675 et seq.
18 ALR2d 24.
CJS, Divorce § 239.

Department 1.

Appeal from Circuit Court, Multnomah County.

JEAN L. LEWIS, Judge.

Howard R. Hedrick, Portland, argued the cause and filed a brief for appellant.

No appearance for respondent.

Before PERRY, Chief Justice, and MCALLISTER, O'CONNELL, GOODWIN and HOLMAN, Justices.

MODIFIED.

8297

HEAD

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

Scott's oral

AGENDA
APR 25 1978
1

DATE: April 14, 1978

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Contractor's Claim, Contract No. 8297
Siletz River Bridges

In the fall of 1975 we contracted with Clark Painting — lump sum Company for maintenance painting of two steel structures on the Siletz Secondary Highway. Following award of the contract it was found that more sandblasting and painting was necessary than had been required in the specifications.

The contractor has submitted a claim of $174,422.89 for extra compensation for additional work necessitated by the changed conditions.

We have negotiated a settlement in the amount of $100,000 as complete satisfaction of all claims. The claim and proposed settlement has been reviewed and concurred in by our legal counsel.

This settlement and the corresponding increase in project authorization will be on the April 25 agenda for your consideration.

HSC:ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
J. L. Sollis
C. O. Fredrickson
V. E. Skoog
George Bell

8297

October 12, 1977

Clark Painting Company
2931 Cloverdale Avenue
Concord, CA 94518

Gentlemen:

Siletz River Bridges
Contract No. 8297

The information you submitted under date of May 31 still does not permit an adequate understanding or justification of your claim. We cite the following:

1. Hours from your Weekly Time Reports show significant differences from the observations recorded by our people and which accumulate to over 1,500 hours total variation. Copies of actual payrolls are needed showing work classifications, names, hours and rates.

2. Details are still lacking on the equipment cost component. Specific dates it was charged and at what rates are needed. The information in your January 7, 1977 transmittal apparently includes dormant time.

3. In our May 31 letter to you, item No. 4 refers to work such as scraping off lifted areas of new paint and repainting with all previous coats as required by Sec. 514.34 (f) of the contract special provisions. Price Agreement No. 1 minimized or eliminated this type work. It is a significant part of the change. Is this credit recognized in your claim?

4. Copies of invoices on the materials used and any available records of daily or weekly usage are needed in order to compare the work done before and after the price agreement change.

5. The time and expense you allot to the original contract work is only 30 percent of the total shown. You refer to an assumed 22 days per bridge originally intended. Referring to the accural of contract time counted, we note that 20 days were counted during the remainder of the first season with only five of these accruing before you actually started work, but with a number of days on which work was actually performed not being counted. Yet the first bridge was only some one-third or so completed at the end of the first season (1975). This was all months prior to the preparation and execution

of Price Agreement No. 1. This indicates to us that your money allowance for "original contract work" on your May 31 summary is significantly low, and further that the Price Agreement No. 1 change may have enhanced the work performance.

6. A comparison of the man-hours you show up to completion of the first bridge with those shown during the second bridge performance shows over 70 percent more time spent on the first bridge. Your choice of starting the contract in the fall of 1975 no doubt contributes to this along with other factors including No. 2 above. We note that the entire contract was completed within 25 days allowable contract time unused. This is more time than was used in 1975. This indicates to us that your choice of working in the limited time available in 1975 may have also been uneconomical.

If you have any questions on the above, feel free to call Jack Sollis, 378-4259, or John Bond, 378-6318.

Very truly yours,

H. S. Coulter
State Highway Engineer

cc: Norm Kobin
Attorney at Law
800 Oregon National Building
610 S. W. Alder Street
Portland, OR 97205

bc: John Bond
Les Hampton
Jack Sollis

8297

INDUSTRIAL COATINGS & ABRASIVE BLASTING

CLARK PAINTING COMPANY

2931 CLOVERDALE AVENUE • CONCORD, CALIF. 94518 • (415) 686-1550
TLX: 338513

May 31, 1977

RECEIVED
STATE HWY ENGR
JUN 2'77
RETURN TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Coulter
State Highway Engineer

Re: Contract No. 8297
Siletz River Bridges

Gentlemen:

In response to your letter dated March 23, 1977, we submit herewith the documentation and information you requested.

With regard to your first paragraph, and the subject of "specific time of performance", the additional work performed began with the start of sand-blasting operations, and was completed at such time as the originally specified work could be resumed. This becomes complex due to the original specifications being written to cover two categories of surface, i.e. "rusted steel" and "all other areas". The revised specification required all surfaces to be treated the same. Therefore a portion of the originally specified work was performed in conjunction with the additional work. It would not have been feasible to do the two categories separately. Actual times of performance were: Fuller Bridge, start Oct. 4, 1975, completed priming on approximately May 25, 1976; Ojalla Bridge, start July 8, 1976, completed priming approximately August 5, 1976.

With regard to your requests for documentation and information, we submit the following, using paragraph numbers of your letter:

1. Payrolls - Copy enclosed of weekly "Foreman's Report", internal document used by home office in preparing payroll from telephoned report from field.

OTHER OFFICES | HOME OFFICE: 9821 ST. CHARLES ROCK ROAD • ST. ANN, MISSOURI (314) 427-1114 • TLX: 442524
1725 NO. CHICAGO STREET • SALT LAKE CITY UTAH 84116 • (801) 322-3525 • TLX: 388377
ROUTE 1, BOX 333C • ARLINGTON, WASHINGTON 98223 • (206) 435-5581 • TLX: 321208

2. Time and Cost allowed for original contract work not included as part of claim - We had estimated time required to perform original contract at 22 working days per bridge. For costs, see Exhibit I, attached, showing total costs and distribution over original contract work, force account and claim.

3. Segregation of off-site charges -

   a) Labor - There was a total of 52 man-hours charged to job which would be considered off-site. These were for equipment mobilization and demobilization.

   b) Other - Overhead on labor and handling charge on Other Direct Costs are self-explanatory, and are based on experienced costs of all related general and administrative burden, telephone and utilities at job, spray equipment, small tools, etc.

4. Credit for painting work deleted by Price Agreement No. 1 - The amount claimed as extra work is predicated on the net change required by the revised specification. Please refer to our second paragraph above and Exhibit I for distribution of total costs.

5. Basis for Equipment Rental -

   a) Rates for compressors and sandblast equipment are taken from "Rental Rate Blue Book for Construction Equipment", as listed for the periods of use and geographic location.

   b) Rates for items not occurring in "Blue Book", such as Spider Staging, trucks, storage van and traffic control devices are company owned rates.

   c) Strata boom and river boom were from outside rental and rates reflect portion of invoiced costs.

   d) Equipment was charged to job periodically throughout duration of project.

6. Credit for any other work required by original contract, but not performed - We have no knowledge of items falling in this category.

We trust this information meets your requirements and look forward to hearing from you.

Very truly yours,

CLARK PAINTING COMPANY

Lloyd M. Stark

LMS:klm

Enclosures

8297

JAB:fr

bc E. S. Hunter
R. L. Schroeder
C. T. Keasey
John Sheldrake
Robert Church
Richard Hacak

March 23, 1977

Clark Painting Company
2931 Cloverdale Avenue
Concord, CA 94518

Gentlemen:

Contract No. 8297, Siletz River Bridges
Claim for Additional Compensation

In response to your January 7 letter, documentation of the amounts requested is needed. The several components are listed as "additional" labor hours, equipment rental and materials, but with no specific times of performance. We are therefore unable to properly analyze the amounts claimed or compare them with the overall project. The following information is needed to understand the basis and amount of your claim:

1. Complete payrolls for all the time charged to the project.

2. The time and cost allowed for the original contract work not included as part of your claim.

3. A segregation of any off-site charges.

4. A derivation of the credit for painting work deleted by Price Agreement No. 1.

5. Clarification of the basis of equipment charges, that is, whether by company owned rates, outside rental, lease-purchase or other, and the dates equipment charges made to job.

6. Credit for any other work required by the original contract but not performed.

Our willingness to consider your claim further upon receipt of the above information in no way indicates any lack of validity of Price Agreement No. 1.

Sincerely,

H. S. Coulter
State Highway Engineer

INDUSTRIAL COATINGS & ABRASIVE BLASTING

CLARK PAINTING COMPANY

2931 CLOVERDALE AVENUE • CONCORD, CALIF. 94518 • (415) 686-1550
TLX: 338513

January 7, 1977

CERTIFIED MAIL - Return Receipt Requested
814674

Oregon State Department of Transportation
State Highway Division
Salem, Oregon 97310

Attention: State Highway Engineer

Re: Contract No. 8297 -- Siletz River Bridges
Clark Painting Co., Contractor
Claim for Additional Compensation

Dear Sir:

We are in receipt of Final Estimate mailed on October 19, 1976.

Consistent with Section 109.15, Standard Specifications for Highway Construction, Clark Painting Co. renews its requests and claims for extra work and additional compensation in the amount of $164,919.05. A detailed itemization of such claim is enclosed.

A shortened version of the basis for such claims and the extra and additional work required to be performed follows.

The contract called for maintenance cleaning and painting of two bridges. The contract specifications dictated cleaning and painting requirements to be complied with by Contractor.

After commencement of the cleaning per the specifications, it became obvious to the State and Contractor that the State's specifications for cleaning and resulting painting requirements were erroneous. It was discovered that the prime coats were dead and thus could not remain intact as contemplated. The State therefore directed that all steel be sandblasted to a ASTN-D 2200 Pictorial Standard SA 2-1/2. It was recognized that this was a plan change from spot sandblasting the rusted areas and sandblasting to remove at least 90 % of the existing green finish coats.

By subsequent direction, Contractor was required to sandblast all such steel to bare metal in accordance with SSPC - SP-6, in that small particles of lead embedded under rivet heads and in crevices made it impossible to obtain a D-SA-2-1/2 blast. Further, there was original heavy mill scale on a considerable amount of the surface, which was directed to be removed. Indeed, our field reports reflect that in substantial instances a "white metal blast" was required prior to acceptance for painting.

Routing
Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — JAN 11 1977 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

OTHER OFFICES | HOME OFFICE: 9921 ST. CHARLES ROCK ROAD • ST. ANN, MISSOURI (314) 427-1114 • TLX: 442524
1725 NO. CHICAGO STREET • SALT LAKE CITY, UTAH 84116 • (801) 322-3525 • TLX: 388377
ROUTE 1, BOX 333C • ARLINGTON, WASHINGTON 98223 • (206) 435-5581 • TLX: 321208

In addition to the foregoing, and as a direct consequence thereof, Contractor was further directed by the State to remove all prime coats and the bare metal surfaces exposed to be completely re-primed and re-painted. (Refer to letter of Charles W. Elroy, Resident Engineer, 9 June 1976, to Clark Painting Co., setting forth the ultimate revisions in painting as well as sandblasting).

The foregoing revisions in the contract were of a material and major consequence. The work effort and time within which the work was to be performed was substantially increased. Additional equipment, material and labor was required to perform the contract.

Negotiations were entered into prior to effecting the various revisions and during performance in accordance with your revised directions to arrive at a fair and equitable adjustment in the contract amount which would reflect the total increased costs to the Contractor caused by the erroneous specifications. There never was a meeting of the minds. Indeed, it was not until such time as it was finally determined what the total requirements would be and Contractor was well into the work that the magnitude of the cost increases could be properly assessed.

The State's specifications for cleaning and painting were in the nature of a warranty, that if the specs. are complied with, satisfactory performance will result. The State acknowledged that the specifications were faulty when it issued its various directives, both orally and in writing, to cure the problem. The fact is, the condition discovered in the field was unknown to not only the State but to the Contractor before work commenced, and as a consequence thereof, the Contractor was required to perform work of a character that was materially altered and Contractor's costs were materially increased as a direct consequence thereof.

The admitted fact is, that as a result of this erroneous specification in the contract, Contractor was compelled not only to remove excessive amounts of prime coat to bare metal but in a much more difficult and expensive and timeconsuming method that specified or anticipated.

Clark Painting Co.'s right to recovery under its claims is based upon a breach of warranty of the specifications, as well as under the provisions of Sections 104.2, 10404 and 109-04-05, as well as such other provisions of Standard Specifications for Highway Construction - 1974 as may apply. The amount of such additional compensation shall be that which is fair and equitable. The work was performed under your direction and constant inspection and control. We would therefore hope that a concensus of what should fairly and equitably be paid to the Contractor can be accomplished.

Very truly yours,

CLARK PAINTING CO.

By R B Milligan

R. B. Milligan, Vice President

RBM/mb

cc: Norman Kobin
Kobin & Meyer

RECEIVED
JAN 11 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Recapitulation of Requests and Claims for

Extra Work and Additional Compensation

Additional Sandblasting	$128,200.31
Additional Priming	$ 46,222.58
	$174,422.89
* Less Disputed Price Agreement	$ 9,503.84
Net Additional Amount Claimed	$164,919.05

* This item being shown here only for purpose of indicating net amount above figure presently indicated by your contract payment voucher.

RECEIVED
JAN 11 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Contract No. 8297 -- Sil[illegible] River Bridges
Clark Painting Co., Contractor
Claim for Additional Compensation

ADDITIONAL SAND BLASTING

Labor	3136 Hours @ Average $10.47		$ 32,833.92
Payroll Taxes and Insurances			
General Liability and Payroll Taxes Gross $32,833.92 @ 11%			$ 3,611.73
Workmen's Compensation Gross $32,833.92 Less O.T. Prem 1.438.83 = $31,395.09 @ Average 55.79%			$ 17,515.32
Fringe Benefits	3136 Hours @ Average $.9156		$ 2,871.32
Total Labor, Taxes and Insurance and Fringe Benefits			$ 56,832.29
Overhead on Labor	3136 Hours @ $3.50		$ 10,976.00
Other Direct Costs			
Subsistence	3136 Hours @ $2.84	8,906.24	
Equipment Rental (See attached breakdown)		19,168.68	
Materials Abrasive	290 Tons @ $44.28	12,841.20	
Misc. Supplies, Fuel - Repairs		3,390.65	
Sub Total		$44,306.77	$ 48,737.45
Handling Charge 10%		4,430.68	$116,545.74
TOTAL COSTS			$ 11,654.57
Profit 10%			$128,200.31

RECEIVED
JUN 11 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BLASTING - ADDITIONAL EQUIPMENT RENTAL

Compressors	600 CFM	3.87 Mos. @ $1,090.80	$ 4,221.40
	Oper. Costs	340 Hrs. @ 4.90	$ 1,666.00
	750 CFM	.97 Mos. @ $1,868.40	$ 1,812.35
	Oper. Costs	113 Hrs. @ 6.30	$ 711.90
Sand Blast Equipment			
	600 # Units	11.2 Mos. @ 167.40	$ 1,874.88
	1100 # Units	1.72 Mos. @ 270.40	$ 465.09
	Accessories		
	Standard Unit W/50' Primary Hose	12.9 Mos. @ 129.60	$ 1,671.84
	Add'l. Primary Hose 150' Each	12.9 Mos. @ 60.00	$ 774.00
	Remote Control	2 Mos. @ 65.88	$ 131.76
Spider Staging		6.44 Mos. @ 275.00	$ 1,771.00
Trucks	3/4 Ton Pick-up	3.22 Mos. @ 265.00	$ 853.30
	1 Ton Flat Bed	3.22 Mos. @ 328.00	$ 1,056.16
Strato - Boom		1.29 Mos. @ 800.00	$ 1,032.00
Misc. Traffic Control - Lights, Signs, River Boom, Etc.		3.22 Mos. @ 250.00	$ 805.00
Storage Van		3.22 Mos. @ 100.00	$ 322.00
			$19,168.68

RECEIVED
JAN 11
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ADDITIONAL PRIMING

Labor	1282 Hours @ average $10.36		
Payroll Taxes and Insurances			$13,281.52
General Liability and Payroll Taxes Gross $13,281.52 @ 11%			
Workmans Compensation Gross $13,281.52 Less O.T. Prem. 587.69 $12,693.83 @ average 55.67%			$ 1,460.97
Fringe Benefits	1282 Hours @ average $.904		$ 7,066.66
Total Labor, Taxes and Insurance and Fringe Benefits			$ 1,158.93
Overhead on Labor	1282 Hours @ $3.50		$22,968.08
Other Direct Costs			$ 4,487.00
Subsistence	1282 Hours @ $2.84		$3,640.88
Equipment Rental (See attached Breakdown)			$4,770.67
Materials - Paint 555 Gals. @ $6.3956		$3,549.56	
Solvents 100 Gals @ $1.50		150.00	$3,699.56
Misc. Supplies, Fuel & Repairs			$1,130.21
Sub Total			$13,241.32
Handling Charge	10%		$ 1,324.13
TOTAL COSTS			$14,565.45
Profit @ 10%			$42,020.53
			$ 4,202.05
			$46,222.58

RECEIVED
11
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Priming - Additional Equipment				
Compressors	600 CFM	1.29 Mos. @	$1,090.80	$1,407.13
	Oper. Costs	113 Hrs. @	4.90	$ 553.70
	750 CFM	.32 Mos. @	1,868.40	$ 597.89
	Oper. Costs	38 Hrs. @	6.30	$ 239.40
Spider Staging		2.15 Mos. @	275.00	$ 591.25
Trucks	3/4 Ton Pick-up	1.1 Mos. @	265.00	$ 291.50
	1 Ton Flat Bed	1.1 Mos. @	328.00	$ 360.80
Strato Boom		.43 Mos. @	800.00	$ 344.00
Misc. Traffic Control Lights - Signs				
	River Boom Etc.	1.1 Mos. @	250.00	$ 275.00
Storage Van		1.1 Mos. @	100.00	$ 110.00
				$4,770.67

RECEIVED
[illegible]
COMMI[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

8297

DEPARTMENT OF JUSTICE

Memorandum

TO: John A. Bond
Construction Administration Engineer

DATE: January 17, 1977

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Siletz River Bridge Painting
Contract No. 8297
Contractor's Claim

NOTED
E. S. HUNTER

I have read your memo of January 12, 1977, and the attached claim by the Clark Painting Company. As I recall, their original claim for the painting of one bridge was somewhere in the vicinity of $40,000 to $50,000. I am curious now how they have managed to boost that to $164,000 in painting the second bridge as I understand the painting of the second bridge went rather smoothly and many of the delays that had cost them an extreme amount of money in the first bridge were not encountered.

It would seem to me at this time that we should ask them to break their claim out as to each bridge so that we may be in a position to better analyze their claim for any consideration of whether or not they have any valid points. Where it is lumped together in one sum with two bridges painted under completely different circumstances, we certainly don't have any opportunity to evaluate the claim with any degree of clarity.

JLS:sjb;hg

cc - E. S. Hunter
G. W. Wimer
Al Harwood

NOTED
R. L. SCHROEDER

RECEIVED
JAN 18 '77
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 18 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8297

Salem, Oregon

January 12, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Siletz River Bridge Painting
Contract No. 8297
Contractor's Claim

TO: MEMO TO THE FILES

A January 7 letter from Clark Painting Company addressed to State Highway Engineer was received yesterday by Certified Mail. This contractor is claiming an additional $164,919.05. This is after allowing for the payment that has been made to the contractor for Price Agreement No. 1 in the amount of $9,503.84. Another copy of this same letter was addressed to our Accounting Section also by Certified Mail.

The letter does not indicate where other copies may have been sent, so I am hereby forwarding copies to the Region II office, to Mr. Harwood and to Mr. Hunter. I will try to coordinate with these people and seek their advice as to our own channels and procedure for responding to this claim from this point. The central issue has already been before the Claims Review Board at a June 17, 1976 meeting. Out of that, the Board sanctioned a total adjustment in the amount of $13,405 for the first bridge only. The contractor was advised accordingly by the writer under date of July 1. There is apparently some response to that letter that went to the Resident, or Region office that does not seem to be available in our files.

At this point, I do not believe it would accomplish much to have a further meeting with the contractor, or with the Claims Review Board. We have already done that. I think we should draft a reply to the letter to be signed by the State Highway Engineer.

JAB:fr

cc: E. S. Hunter
G. W. Wimer - What do you advise?
Al Harwood - " " " "
Jack Sollis - " " " "

RECEIVED
STATE HWY ENGR
JAN 13 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8297

October 19, 1976

Commercial Union Insurance Co.
1 Beacon Street
Boston, MA 02108

Gentlemen:

On October 11, 1976, we wrote to you concerning release of final payment on Contract No. 8297 for maintenance painting on the Siletz River Bridges on the Siletz Highway in Lincoln County.

Final payment on this contract is $3,283.84 and the total contract amount is $66,737.27 including $1,060.43 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Clark Painting Company
1725 Chicago St.
Salt Lake City, UT 84116

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8297 — 13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Siletz River Bridges		WEEK ENDING: Sept. 11, 1976
		SECTION PREFIX: 21-4237
HIGHWAY: Siletz		COUNTY: Lincoln
NAME OF JOB: Siletz River Bridges	KIND OF WORK: Bridge Painting	
CONTRACTOR: Clark Painting Co.	CONTRACT NUMBER: 8297	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 4 Sept. 1975	DATE WORK STARTED: 1 Oct. 1975	ESTIMATED COMPLETION DATE: 26 Aug. 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 120	WORK DAYS USED: 95
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 80,276.84	SPECIFIED COMPLETION DATE: XX - - -	PERCENT OF TIME ELAPSED: 79 %
EXCLUSIVE OF ENGINEERING: $ 68,204.63	ENGINEERING AUTHORIZATION: $ 12,072.21	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 67,176.84	ENGINEERING COST TO DATE: $ 20,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 %
ESTIMATED PERCENT: OVERRUN [redacted] 9 %	PERCENT OF AUTHORIZATION: 166 %	DATE PROJECT WAS COMPLETED: 26 Aug. 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	0851 A	0852 A						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fog	95		
MONDAY	Clear	95		
TUESDAY	Clear	95		
WEDNESDAY	Clear & Hot	95		
THURSDAY	Clear & Hot	95		
FRIDAY	Clear	95		Project completed August 26, 1976
SATURDAY				

Routing
Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
SEP 13 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: Crew 080-39 continued working on semi-final data.

Next week: Semi-final data will be submitted to Region II office.

This will be the last "Field Engineer's Weekly Report" submitted from this office for this project.

SIGNED Charles W. Elroy LOCATION Newport, OR

PRIME RESIDENT SUBMIT 3 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8297

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

HIGHWAY BUILDING SALEM, OREGON 97310

July 1, 1976

Clark Painting Company
2931 Cloverdale Avenue
Concord, CA 94518

Re: Siletz River Bridges (Painting)
Contract No. 8297

Gentlemen:

The Claims Review Board has completed their consideration of the dispute which was presented to them on June 17. It is the Board's determination that Price Agreement No. 1 was derived in a valid procedure and is binding on both parties. However, the Board acknowledges that additional work not included in the contract, nor in the price agreement, was performed on the first bridge and therefore sanctions an adjustment in compensation to the contractor for the painting of the first bridge. The Board sanctions a total adjustment in the amount of $13,405 in addition to the amount earned under the contract, for the first bridge only.

The Board deliberately avoided giving any instruction on the uncompleted part of the contract. Decisions in that respect will be made in accordance with usual Division channels that administer contracts. The Board asks that you promptly advise our Region II office as to your acceptance or rejection of the above adjustment.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fr

cc: R. L. Schroeder
E. S. Hunter
C. T. Keasey
C. O. Fredrickson

RECEIVED
JUL 2 1976
Office of
Assistant State Highway Engineer

Form 81-734-3122

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 21, 1976

FILE: CON 5 #8297

NOTED

H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Siletz River Bridges (Painting)
Contract No. 8297
Overrun

TO: MEMO TO THE FILES

When the request for an increase in project authorization was forwarded to Mr. Coulter under date of May 14, I failed to note that the price agreement for additional sandblasting, which was one reason for the overrun request, exceeded 10 percent of the contract value and should therefore have also been submitted to the Public Contract Review Board. There is only one P.A. on the project so far, but it is almost 17 percent of the original contract amount. I just plain missed this at the time and discovered it during subsequent consideration of the current contract claim on the project arising from the same price agreement.

The claim is now before the Claims Review Board and it appears that some additional compensation to the contractor over and above the P.A. amount may evolve. Since only one of the bridges has been painted, we have really not exceeded 10 percent of the contract amount in the way of actual compensation to the contractor as yet. Unless advised to the contrary, I do not plan to prepare a submittal to the Contract Board until the outcome of the claim is known.

JAB:fr

cc: H. S. Coulter
E. S. Hunter
R. L. Schroeder
C. T. Keasey
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
JUN 22 '76
REFER TO
Hunter
FOR

Ed. —
Suggest it may be appropriate to recommend class exemption for Hwy Div. for change order increases because of procedures we follow. —
I can discuss if you wish. —
Scott

8297

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

DATE: May 19, 1976

TO: Oregon Transportation Commission

AGENDA
MAY 2 5 1976
4C-1

FROM: F. B. Klaboe, Assistant
Director for Operations

SUBJECT: Siletz River Bridges (Painting)
Contract No. 8297
Request for Additional Authorization

An overrun of 24.8 percent, $15,958.75, is now expected on this bridge maintenance painting contract on two structures on the Siletz Secondary Highway. Clark Painting Company is the contractor and this is a State project.

The overrun is due to two items. Additional sandblasting is being added for both structures to remove more of the dead paint found under the existing green finish coats. By cleaning more thoroughly now, a longer-lasting paint job will be achieved. The cost of this price agreement change is $9,503.84.

The other overrun item is engineering cost. The contract time is on a workday basis and the time worked is very dependent on the intermittent painting weather. The contractor has been working considerable overtime when conditions permit. The project is about 35 percent complete with completion expected by July 1 of this year.

Your approval is requested for an increase of $15,958.75 to a new total authorization of $80,276.84. This item will be on the agenda for your consideration at the May 25 meeting.

bc: C. W. Head
H. S. Coulter
C. T. Keasey
George Bell
Robert A. Burco
E. S. Hunter
V. E. Skoog
C. O. Fredrickson

JAB:fr srb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8297

Salem, Oregon

May 14, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Siletz River Bridges (Painting)
Contract No. 8297
Request for Additional Authorization

TO: H. S. Coulter
Assistant State Highway Engineer

Herewith Form E-372 showing a 24.8 percent ($15,958.75) overrun on this bridge maintenance painting contract on two structures on the Siletz Secondary Highway. Clark Painting Company is the contractor and this is a State project.

The overrun is due to two items, either one of which would have caused an overrun greater than the allowable 10 percent on this project. Price Agreement No. 1 is being processed and pays for additional sandblasting on both structures. The contract calls for spot blasting all rusted areas and sweep sandblasting at least 90 percent of the existing green finish coats. The price agreement provides for more sandblasting to remove the existing dead paint found under the existing green finish coats. In other words, it provides for blasting virtually to bare metal throughout. A longer lasting paint job will thereby be achieved. The cost of this price agreement is $9,503.84.

The other overrun item is the usual engineering increase. A detailed breakdown of the engineering charges expected is attached to the request form. The contract time is on a workday basis and the time worked is very dependent on the intermittent painting weather. The contractor has been working considerable overtime when conditions permit. Our paint inspector was borrowed from another crew on a per diem basis which is expected to cost over $800. The project is about 35 percent complete with completion expected by July 1 of this year.

A rough draft letter to the Transportation Commission requesting an increase to a new total authorization of $80,276.84 is attached.

JAB:fr

Att.

cc: Robert Church

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 21-4237

April 27, 1976

Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Expected Project Overrun
Siletz River Bridges
Siletz Highway
Contract 8297

TO: C. T. Keasey
CONSTRUCTION ENGINEER

Attached is a formal request indicating an anticipated $15,958.75 or 24.8% overrun of the original $64,318.09 project authorization. This would bring the new project authorization to $80,276.84.

Extra sandblasting called for by PA #1 and additional engineering are the two reasons for this anticipated overrun. Reasons for the increase in the engineering expense are documented on the face of the request as follows:

1. Overtime and per diem for borrowed paint inspector.
2. Contractor working long hours and weekends.
3. Unpredictable weather conditions.

A breakdown of this estimated engineering expense is attached as well as Resident Engineer Charles W. Elroy's April 21, 1976 letter of transmittal. Your formal approval is recommended.

Routing

Keasey — RECEIVED — Richards
Bond
Jackmond — APR 28 1976 — Glenn
Harwood — Berg
Johnsen — CONSTRUCTION
Walker — SECTION

GWW/dea
Attach.
cc: C. W. Elroy

Form E-732 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Siletz River Bridge — Date March 22, 1976

Highway Siletz — Contract No. 3207

County Lincoln — Kind of Work Maintenance Painting — Contractor Clark Painting Co.

	Authorized	Estimated	
Contract Amount	$ 50,173.00	$ 50,173.00	
Anticipated Items	0.00	0.00	
Contingency (4½%)	2,527.79	2,527.79	
Engineering	5,617.30	15,617.30	
Credits	0.00	0.00	
PROJECT COST	$ 64,318.09	$ 74,318.09	
	NET INCREASE $	10,000.00	OR 16 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
(C)	Engineering	$ 15,617.30	$ 10,000.00

Principal reasons for overruns (Continue on reverse side): The 173 % overrun in engineering is due to the following: 1- overtime and Per Diem for borrowed paint inspector. 2- Contractor working long hours and weekends. 3- Unfavorable weather conditions.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Charles V. Elroy, Resident Engineer — Noted by ____, Construction or Bridge Engineer

Confirmed by ____, Regional Engineer — Noted by ____, Deputy or State Highway Engineer

8297

AIR MAIL

September 30, 1975

Clark Painting Company
1725 Chicago St.
Salt Lake City, Utah 84116

Gentlemen:

We are returning both copies of Contract No. 8297 for work on the Siletz River Bridges Section of the Siletz Highway in Lincoln County.

It is necessary that both the President and the Secretary of a corporation sign the contract unless someone else has this authority. Please have the President and Secretary sign the contract and bond pages of both copies.

If someone else is authorized to sign the contract in behalf of the corporation, a certified copy of the by-laws or minutes of the corporation showing this authority to sign must be furnished the Transportation Commission.

The State Insurance Division has notified us that they cannot approve James Prinsen signing as Attorney-in-Fact for Commercial Union Insurance Company as there is no Power of Attorney on file for him. We cannot accept a Power of Attorney sent to us.

Please ask your surety to file a Power of Attorney for James Prinsen with the Insurance Division, 158 - 12th St. N.E., Salem, OR 97310. There is a registration fee of $5.

If they do not wish to file a Power of Attorney, please have someone sign who has proper authorization and return the two copies of this contract to our office (121 State Highway Bldg., Salem, OR 97310).

Very truly yours,

C. W. Read
COMMISSION SERVICES

ser
Enclosures

bc C. T. Keasey
Walt Hart
C. O. Fredrickson
C. W. Elroy

8298 NW 9th St. at NW Buchanan Ave. (Corvallis) Sec. (Grading, paving & signals) 1975

CIA 5123 10-23-74

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project HHS-2045(1)
N.W. 9th Avenue at N.W. Buchanan
Benton County

DATE: June 29, 1979

In reply refer to: HFO-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Swan's request of June 18, 1979, to participate in the reimbursement of CFO #3 in the amount of $525 is not eligible for approval.

Participation of Force Account Work is on an actual cost basis and without documentation FHWA cannot legally participate. Only work that is properly documented is considered eligible. Apparently this was not done on this project.

This and other similar occurrences indicate a need for closer liaison between your agency and the locals. Your procedures should be reviewed and strengthened as necessary to prevent future incidents of this nature.

for G. L. Green

cc:
ODOT (D E Swan)
OSHD (R Bladorn)

RECEIVED
STATE HWY ENGR
JUL 2 - '79

8298 1-11-79

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-46		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Benton
MODIFICATION NUMBER 2		Project Number HHS-2045 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 164,960.00	$ 172,350.00
Federal funds	$ 148,463.00	$ 155,115.00
Other revisions		

This modification is made for the following reasons:

Increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of January, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon January 4, 1979

Federal Aid Project
No. HHS-2045 (1)

N.W. 9th St. at N.W. Buchanan Ave. (Corvallis)
FAU 2045 (N.W. 9th St.)
Benton County

Revised Project Agreement Estimate.

Type Code PE
Preliminary Engineering

Total same as previous estimate of October 15, 1976	$ 11,500.00

Type Code ROW
Right-of-Way

Total same as previous estimate of October 15, 1976	1,500.00

Type Code Y008
Channelization (Sta. 7+66 to Sta. 20+05)

Subtotal of previous estimate of October 15, 1976	106,932.10
Engineering	16,037.90
TOTAL	$122,970.00

Type Code Y031
Traffic Signal Installation

Subtotal of previous estimate of November 4, 1975	31,214.40
Engineering	4,665.60
Engineering (Signal Control Testing)	500.00
TOTAL	$ 36,380.00

Length of Project ---------- 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 11,500.00	$ 10,350.00	$ 1,150.00
Right-of-Way	1,500.00	1,350.00	150.00
Channelization	122,970.00	110,673.00	12,297.00
Traffic Signals	36,380.00	32,742.00	3,638.00
TOTAL	$172,350.00	$155,115.00	$17,235.00

Group 1 - 100%
Contract 8298
Prefix: 302-1084
302-1926 P.E.
302-2505 R/W

5186

FILED
MAR 24 1977
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 24 1977
NORMA PAULUS
SECRETARY OF STATE

March 23, 1977

Williams, Stark, Hlofield,
Morville & Griffin, P.C.
Attorneys and Counselors at Law
Boise Cascade Building
Portland, OR 97201

RECEIVED C...
3-28-77

Attention: Richard E. Alexander

Gentlemen:

This will acknowledge receipt of your letter of March 16, 1977, with attached Notice of Claim on behalf of General Electric Supply Company which states that Hamilton Electric, Inc., owes them for materials in the amount of $3,100 plus interest.

From the description given, this appears to be in reference to the Morse Bros., Inc., Contract No. 8298, N.W. 9th Street at N.W. Buchanan Avenue (Corvallis) Section in Benton County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the principal contractor of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this matter has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

RECEIVED
MAR 25 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc Secretary of State ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

WILLIAMS, STARK, HIEFIELD, NORVILLE & GRIFFIN, P. C.
ATTORNEYS AND COUNSELORS AT LAW
BOISE CASCADE BUILDING
PORTLAND, OREGON 97201

TELEPHONE 222-9966

DAVID R. WILLIAMS
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
RICHARD E. ALEXANDER
GARY M. ANDERSON
MICHAEL D. WILLIAMS

March 16, 1977

IN REPLY PLEASE REFER TO
FILE NO. 76-197

Clerk
Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Gentlemen:

Pursuant to ORS 279.528 I am enclosing herewith a Notice of Claim by General Electric Supply Co. against Hamilton Electric, Inc., its prime contractor Morse Brothers, Inc. and the prime contractors surety Safeco Insurance Company of America for payment for certain materials on the construction on Northwest 9th Avenue and Buchanan Avenue in Corvallis Section, FAV No. 2045 in Benton County, Oregon Contract No. 8298.

Very truly yours,

WILLIAMS, STARK, HIEFIELD,
NORVILLE & GRIFFIN, P.C.

RICHARD E. ALEXANDER

REA:clk

Enclosure
cc: Hamilton Electric, Inc.
Morse Brothers, Inc.
Safeco Insurance of America

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
MAR 18 1977
HIGHWAY ACCOUNTING

NOTICE OF CLAIM

TO: OREGON TRANSPORTATION COMMISSION, State of Oregon (Oregon State Highway Department)

NOTICE IS HEREBY GIVEN that the undersigned, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, has a claim against HAMILTON ELECTRIC, INC. and the bond taken from MORSE BROTHERS, INC. (general contractor) and SAFECO INSURANCE COMPANY OF AMERICA, for materials furnished to HAMILTON ELECTRIC, INC. (subcontractor) in the sum of $3,100.00 plus interest from the date due on the work on Northwest 9th Avenue and Buchanan Avenue in Corvallis Section, FAV No. 2045 in Benton County, Oregon, Contract No. 8298.

DATED this 17 day of March, 1977.

GENERAL ELECTRIC SUPPLY CO.

By: _____
R. J. IACOPI

WILLIAMS, STARK, HIEFIELD, NORVILLE & GRIFFIN, P.C.

By: _____
RICHARD E. ALEXANDER
of Attorneys for General Electric Supply Co.

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8298

November 22, 1976

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8298 awarded to Morse Bros., Inc., for work on the N.W. 9th Street at N.W. Buchanan Avenue Section in Corvallis on FAU 2045 in Benton County was completed on August 10, 1976, and accepted by the State Highway Engineer on November 17, 1976.

Final payment in the amount of $733.88 will be released to the contractor after November 28, 1976. The total contract amount is $125,958.20 including $58.60 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8298 STATE COPY 15

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 0-11-17		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Benton
MODIFICATION NUMBER 1	10-21-76	Project Number HHS-2045(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 150,600	$ 164,960
Federal funds	$ 135,539	$ 148,463
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and approved utility adjustments by City of Corvallis

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Glen files

Oregon State Highway Division
Salem, Oregon October 15, 1976

Federal Aid Project
No. HHS-2045(1)

N.W. 9TH ST. AT N.W. BUCHANAN AVE. (CORVALLIS)
FAU 2045 (N.W. 9TH ST.)
BENTON COUNTY

Revized Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering			
Total same as previous estimate of November 4, 1975			$ 11,500.00
Type Code ROW			
Right-of-Way			
Total same as previous estimate of November 4, 1975			$ 1,500.00
Type Code Y008			
Channelization (Sta. 7+66 to Sta. 20+05)			
Subtotal on previous estimate of November 4, 1975			$ 93,877.78
Previous Estimate			
Trench Excavation	300 cu.yd.	8.76	$ 2,628.00
12-inch Sewer Pipe	822 lin.ft.	11.29	9,280.38
			$ 11,908.38
Revised Estimate			
Trench Excavation	417 cu.yd.	8.76	$ 3,652.92
12-inch Sewer Pipe	1,098 lin.ft.	11.29	12,396.42
City of Corvallis Water Facilities	Lump Sum		8,913.36
			$ 24,962.70
	Increase		13,054.32
	Subtotal		$106,932.10
	Engineering		10,692.90
	TOTAL		$117,625.00
Type Code Y031			
Total same as previous estimate of November 4, 1975			$34,335.00

Length of Project - - - - - - - - - - - - - - - 0.0 mile

N.W. 9TH ST. AT N.W. BUCHANAN AVE. (CORVALLIS)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
P.E.	$ 11,500.00	$ 10,350.00	$ 1,150.00
R/W	1,500.00	1,350.00	150.00
Channelization	117,625.00	105,862.00	11,763.00
Traffic Signal	34,335.00	30,901.00	3,434.00
TOTAL	$164,960.00	$148,463.00	$16,497.00

Group 1 - 100%
Contract: 8298
Prefix: 302-1084
" 302-1926 P.E.
" 302-2505 R/W

N.W. 9TH ST. AT N.W. BUCHANAN AVE. (CORVALLIS)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
P.E.	$ 11,500.00	$ 10,350.00	$ 1,150.00
R/W	1,500.00	1,350.00	150.00
Channelization	117,625.00	105,862.00	11,763.00
Traffic Signal	34,335.00	30,901.00	3,434.00
TOTAL	$164,960.00	$148,463.00	$16,497.00

Group 1 - 100%
Contract: 8298
Prefix: 302-1084
" 302-1926 P.E.
" 302-2505 R/W

8291

STATE COPY

Form Approved; O.M.B. No. 04-R2080

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-95	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-11-75	STATE Oregon COUNTY Benton PROJECT NO. HHS-2045(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., N.W. 9th at Buchanan Ave. (Corvallis)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-11-74	0.00
RIGHTS-OF-WAY	5-14-75	
CONSTRUCTION	9-3-75	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 150,600.00	$ 135,539.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

_____ *(Title)*

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____ *(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
G. L. Green *(Division Engineer)*

Date executed by Division Engineer NOV 1 1 1975

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 4, 1975

Federal-aid Project
No. HHS-2045(1)

N.W. 9TH ST. AT N.W. BUCHANAN AVE. (CORVALLIS)
FAU 2045 (N.W. 9TH ST.)
BENTON COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 11,500.00

Type Code R/W

Right-of-Way	All Required		1,500.00

Type Code Y008
Channelization (Sta. 7+66 to Sta. 20+05)

Temporary Protection and Direction of Traffic	All Required		$ 2,693.00
Temporary Signs	180 sq.ft.	4.40	792.00
Flagmen	150 hour	17.50	2,625.00
Clearing and Grubbing	All Required		1,300.00
Removal of Structures and Obstructions	All Required		4,800.00
General Excavation	800 cu.yd.	5.50	4,400.00
Trench Excavation	300 cu.yd.	8.76	2,628.00
Plant Mix Aggregate Base	750 ton	12.14	9,105.00
Class C Asphalt Concrete	1,800 ton	15.21	27,378.00
8-inch Sewer Pipe	85 lin.ft.	7.22	613.70
12-inch Sewer Pipe	822 lin.ft.	11.29	9,280.38
Extra for Pipe Under Pavement	170 lin.ft.	2.59	440.30
Concrete Inlets, Type CG-1	9 only	522.50	4,702.50
Concrete Walks	520 sq.yd.	7.42	3,858.40
Concrete Driveway	470 sq.yd.	8.73	4,103.10
Concrete Curbs	140 cu.yd.	73.06	10,228.40
Extra for Asphalt Approaches	2 only	150.00	300.00
Adjusting Manholes	4 only	200.00	800.00
Adjusting and Capping Inlets	3 only	110.00	330.00
			$ 90,377.78

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Permanent Signing	All Required	1,000.00
Stage Construction Striping	All Required	1,000.00
Temporary Erosion Control	All Required	500.00
		$ 3,500.00
	Subtotal	$ 93,877.78
	Engineering	9,387.22
	Total	$103,265.00

Type Code Y031

Traffic Signal Installation, Complete	All Required	$ 31,214.40
	Engineering	2,620.60
	Engineering (Signal Controller Testing)	500.00
		$ 34,335.00

Length of Project - - - - - 0.00 Mile

Retained in Program Status

Work by City of Corvallis (Water) (Not included in total below.)	All Required	$ 500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	Other Funds
Preliminary Engineering	$ 11,500.00	$ 10,350.00	$ 1,150.00
Right-of-Way	1,500.00	1,350.00	150.00
Channelization	103,265.00	92,938.00	10,327.00
Traffic Signal	34,335.00	30,901.00	3,434.00
Totals	$150,600.00	$135,539.00	$15,061.00

Group 1 - 100%

Contract No. 8298

Prefix No. 302-1084
Prefix No. P.E. 302-1926
Prefix No. R/W 302-2505

N.W. 9TH ST. AT N.W. BUCHANAN AVE. (CORVALLIS)

Nonparticipating - State Work

Furnish Mailbox Posts (E.W.)	2 only	35.00	$ 70.00
Setting Mailbox Posts	3 only	100.00	300.00
			$ 370.00

8298

15

October 15, 1976

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Gentlemen:

We have reviewed your request for an extension of 31 days on Contract No. 8298 for work on N. W. Ninth and Buchanan Street (Corvallis) in Benton County.

Careful consideration was given to the reasons you submitted. In light of the available facts, this extension is denied because a bona fide material shortage delay has not been established.

Significant time elapsed before pole drawings were submitted to the State. The alleged raw material shortage that followed is not adequately documented. Even after the poles were installed and the contract time allowed had expired, there was an unexplained lack of activity on the project.

If there are pertinent facts which have not yet been considered, you should submit them to the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

JAB:fr ha

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 8, 1976

FILE: CON 5 #8298

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: 9th @ Buchanan Section (Corvallis)
Contract No. 8298
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Morse Brothers, Inc. requests a 31-day extension, all because of late delivery of signal poles. This contract was in the amount of $121,892 and about 25 percent of this was for a traffic signal installation which required four new poles (and removal of an existing signal). The subcontractor for this work chose to use Valmont poles, but two of the four required were not listed in the Special Provisions as being available as catalog poles from Valmont. Pole drawings were therefore submitted to cover this.

Some two and one-half months elapsed from the time the purchase order for the poles was placed by the subcontractor until these pole drawings were submitted by Valmont. A letter supporting the time request tries to explain that this "was due to holidays". Another two and one-half month interval elapsed later from the time the manufacturer received the approved drawings until the poles were shipped. This interval is explained as "due to economy turndown, material delivery slowing and delivery would be extended to 10 to 12 weeks". I have a little trouble understanding this. It would seem material should be more available if demand were slowing. Then even later, after the poles were delivered and set, there was a two-week interval in July when there was no work on the signals.

The prime contractor promptly completed the project in about one week immediately after the new signals were activated so that the old signal poles could be removed. There was one significant price agreement addition to the project (P.A. 2 for $5,762) for additional storm sewer work. This apparently did not contribute to the late completion. There are several intervals of time of up to 3 working days during several weeks of June and July when there was no activity on the project. The signal work seems to have controlled completion from some time in late June on.

Our engineering costs are overrun in excess of 27 percent. I do not believe that a valid basis for time extension has been established and concur in the field recommendations to deny this request.

A rough draft letter to the contractor is attached.

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

JAB:fr
Att.
cc: Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8298 Contractor Morse Bros., Inc.

Highway FAU 2045 (NW 9th St.)

Section NW 9th St. at NW Buchanan Ave. (Corvallis)

Kind of Work Grading, Paving, Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~ The reasons for such recommendation are as follows:

Recommend this extension be denied because a bona fide material shortage (for poles) has not been established and other delays apparently contributed to the late completion.

Recommended for Approval:

Arnold Kemper
Division Engineer

Peter A. Bond
for Construction Engineer or Bridge Engineer

E J Tolmie
Deputy State Highway Engineer

EP-6296-734

Contract No.	8298
Project designation	Federal (State-Federal)
Date awarded	October 23, 1975
Work started	January 27, 1976
Per cent completed	August 10, 1976 (Date)
No. of Workdays Allowed	250
No. of Workdays Used	281
No. of Added Workdays Requested	31

S-330 (Rev.)—3M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Sept. 13, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 281 days, within which to complete our Contract No. FAU 2045, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

MORSE BROS., INC.
Contractor

By Robert R. Reinhard
Robert R. Reinhard, Constr. Supt.

CONSENT OF SURETY

Date September 15, 1976

We, SAFECO INCURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard W. King
Attorney-in-fact

Richard King
Resident Agent

(SEAL)

FORM 81.734.3030

Keasey ____ Richards ____
Bond ____ Glenn ____
Jackmond ____ Berg ____
Harwood ____
Johnson ____

RECEIVED
SEP 28 1976
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 302-1084

Salem, Oregon
September 24, 1976

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
9th @ Buchanan Section
Corvallis FAU 2045
Contract #8298

TO: C. T. Keasey
CONSTRUCTION ENGINEER

Attached is a formal request from Morse Brothers, Inc. to increase the allowed 250 calendar days by 31 to 281. This is the actual time the project took. Supporting their request is a letter from their Construction Superintendent Robert R. Reinhard. Also attached is Emerson Hamilton's July 16, 1976, letter, Purchase Order #1013, and Harry Lang, Supervisor Inside Sales of General Electric Supply Company's July 9, 1976, letter.

Resident Engineer Richard E. Nelson's September 21, 1976, letter of analysis is attached. He finds no basis to grant any portion of the requested extension.

Refers 40 F.H.2.19 #5762, 4-9-76 Held

This office has reviewed the matter including the substantial drainage revision. That drainage revision did not affect the overall completion date which was controlled by the signals. Final paving was done after the signals were completed. This paving could have been done earlier by installation of temporary signals. The contractor did not volunteer this temporary hookup, nor did we order it.

Based on the above analysis, this office concurs with Mr. Nelson that no time is justified if we consider the contractor responsible for time delays in the suppliers shop.

If we consider the contractor not responsible for time delays in the suppliers shop or in getting the order to the shop, then the 31 days would be justified. This is not recommended by this office.

It is interesting to note this particular supplier did not have a catalog poll that could be utilized on this project. Therefore, it was necessary to have shop drawings submitted for approval. This would not have been necessary with other suppliers.

31 days @ $100.

GWW/elf
Attachs.
cc: Richard E. Nelson

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 302-1084

Corvallis, OR

September 21, 1976

FROM: Richard E. Nelson
Resident Engineer

SUBJECT: Time Extension Request
Contract 8298
NW 9th St. at NW Buchanan Ave.

TO: C. O. Fredrickson
REGIONAL ENGINEER

Listed below are dates of interest:

9-25-75 - Bids opened; quote from G.E. Supply to Hamilton with 8 to 10 week delivery schedule. Quote from Hamilton to Morse Bros..

10-2-75 - Contract awarded.

11-4-75 - Time commenced.

11-25-75 - Purchase order for poles placed.

2-12-76 - Pole drawings submitted to G.E. Supply by Valmont.

2-26-76 - Pole drawings received Resident Engineer's office.

2-27-76 - Pole drawings transmitted to Salem for approval.

3-11-76 - Approved pole crawings received Resident Engineer.

3-12-76 - Approved drawings transmitted to contractor.

3-21-76 - Manufacturer received approved drawing.

6-10-76 - Poles shipped.

6-21-76 - Poles 1 and 3 set.

7-7-76 - Poles 3 and 4 set.

7-7-76 to 7-22-76 - No work on signals.

7-10-76 250 days allowed elapsed : 95% complete.

8-3-76 - Signal completed.

8-10-76 - Project completed.

In reviewing these dates and other project information, I am unable to find any justification for an extension of time.

Week of 6-12 No activity 3 days.
" " 6-19 " " 0 " week
" " 6-26 " " 3 days.
" 7-10 " " 2 "
" " 7-17 " " 3 days.

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Corvallis, OR

September 21, 1976

FILE: 302-1084

FROM: Richard E. Nelson
Resident Engineer

SUBJECT: Time Extension Request
Contract 8298
NW 9th St. at NW Buchanan Ave.

TO: C. O. Fredrickson
REGIONAL ENGINEER

Listed below are dates of interest:

9-25-75 - Bids opened; quote from G.E. Supply to Hamilton with 8 to 10 week delivery schedule. Quote from Hamilton to Morse Bros..

10-2-75 - Contract awarded.

11-4-75 - Time commenced.

11-25-75 - Purchase order for poles placed.

2-12-76 - Pole drawings submitted to G.E. Supply by Valmont.

2-26-76 - Pole drawings received Resident Engineer's office.

2-27-76 - Pole drawings transmitted to Salem for approval.

3-11-76 - Approved pole drawings received Resident Engineer.

3-12-76 - Approved drawings transmitted to contractor.

3-21-76 - Manufacturer received approved drawing.

6-10-76 - Poles shipped.

6-21-76 - Poles 1 and 3 set.

7-7-76 - Poles 3 and 4 set.

7-7-76 to 7-22-76 - No work on signals.

7-10-76 250 days allowed, elapsed : 75% complete.

8-3-76 - Signal completed.

8-10-76 - Project completed.

In reviewing these dates and other project information, I am unable to find any justification for an extension of time.

Week of 6-12 No activity 3 days.
" " 6-19 " " all week
" " 6-26 " " 3 days.
" 7-10 " " 2 "
" " 7-17 " " 3 days.

HARRISBURG
P. O. BOX 203
PHONE 995-6336

LEBANON
P. O. BOX 7
PHONE 258-8141

ALBANY
1759 S. E. KENNEL RD.
PHONE 928-2547

CORVALLIS
P. O. 1126
PHONE 752-3428

SWEET HOME
2803 GREEN RIVER RD.
PHONE 367-6174

RECEIVED
SEP 20 1976
RESIDENT ENGR.
R. E. NELSON

MORSE BROS., INC.

Sept. 13, 1976

Mr. Richard Nelson
Resident Engineer
3700 Philomath Hwy.
Corvallis, Oregon - 97330

Re: Time Extension For OSHD Project FAU 2045

Dear Sir:

Morse Brothers, Inc. is requesting an additional Thirty One (31) days to be added to the original 250 calander days.

Additional time is requested due to late delivery of signal poles to our sub contractors supplier, General Electric Supply Company. Listed are reasons for the delay in delivery:

1) - Loss of time while Hamilton's purchase order was in transit to General Electric and on to Valmont.
2) - Loss of time due to Holiday Seasons around the first of the year for submittal of plans.
3) - Loss of time while waiting for submited plans to be accepted or rejected.
4) - Loss of time after Valmont received approved prints due to material shortage before shipment was made.

Attached letters from both Hamilton Electric, Inc. and their supplier, General Electric Supply Company, indicate that the interim of time from November 25, 1975 to March 21, 1976 was involved in confirming the material order, submitting prints for approval, and getting the prints accepted and returned. From March 21, 1976 to June 10, 1976 Valmont was involved in getting the material and manufacturing the laminated poles for shipment.

Morse Brothers, Inc. feels that an effort was made to obtain delivery on the poles and due to the loss of time as previously mentioned, the requested thirty one (31) days are not unreasonable.

Sincerely,

Robert R. Reinhard
Construction Superintendent
MORSE BROS., INC.

RRR/hj

HAMILTON ELECTRIC Inc.

ELECTRICAL CONTRACTING

July 16, 1976

Mr. Bob Reinhard
Morse Brothers
P.O. Box 251
Tangent, Oregon 97389

Re: OSHD Contract #8298
N.W. 9th. & Buchanan St.
Corvallis

Listed below is the chronological sequence of events on this project that led to the delay in the delivery of the poles.

1. We received the original quotation from our pole supplier (G.E. Supply) on September 25, 1975 with an 8 to 10 week delivery schedule quoted.

2. We quoted the job to Morse Brothers on September 25, 1975.

3. We received a verbal confirmation to proceed with the work on November 25, 1975 and placed our purchase order on that date (copy attached).

4. The prints for approval were submitted to our supplier (G.E. supply) on February 12, 1976. The reason for the extended length of time it took to submit the prints was because of the holidays.

RECEIVED
JUL 19 1976
MORSE BROS. INC.
EUGENE, OREGON 97401
TANGENT

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708

5. Prints were submitted for approval because Valmont cannot produce 0 guage as specified and subsequently had to submit on laminated pole design which was approved with no corrections by the State.

6. We were advised by Valmont that due to the economy turn down the material delivery was slowing and delivery would be extended to 10 to 12 weeks.

7. On March 21, 1976 the manufacturer's representative received approved prints and the release for immediate shipment.

8. The material was shipped on June 10, 1976 approximately 11 weeks after release of the purchase order.

If you have any questions on this sequence of events please contact us at your convenience.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/ss

Show this Purchase Order Number on all correspondence, invoices, shipping papers and packages.

NO 1113

TO G. C. Supply Co.

DATE OF ORDER 11-25-75

REQ NO 75-33

SHIP TO

WHEN SHIP ASAP

SHIP VIA Best Way

F.O.B. POINT Job Site

TERMS

	QTY. ORDERED	QTY. RECEIVED	STOCK NUMBER/DESCRIPTION	UNIT PRICE	TOTAL
1	2		17'-7 GA Pole w/15' M.A.	1 lot	4655 00
2	2		30' OCM Pole w/35' M.A.		
3			and 12' L.A.		
4					
5			Mount OSHD 9210		
6			N.W. 5th at N.W. Burnam		
7			Corvallis		
8					
9			RECEIVED.		
10			1790420		
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

RECEIVED
JUL 22 1976
MORSE BROS. INC.
TANGENT

1. Please send _____ copies of your invoice.
2. Order is to be entered in accordance with prices, delivery and specifications shown above.
3. Notify us immediately if you are unable to ship as specified.

Authorized by

DUPLICATE

Electric Supply COMPANY
A DIVISION OF GENERAL ELECTRIC COMPANY
DIV

P. O. Box 2947
300 NORTH WEST 14TH AVENUE
PORTLAND, OREGON 97208

July 9, 1976

RECEIVED
SEP 2 1976
MORSE BROS. INC.
TANGENT

Hamilton Electric Inc.
P. O. Box 708
Eugene, Oregon 97401

Subject: 75-33
N.W. 9th at N.W. Buchanan
Our 730-2595D

Gentlemen:

The following is the sequence of events as we are able to reconstruct from Valmont's job file on above project.

1. Quoted this job September 19, 1975, with an 8-10 week delivery schedule.
2. Written purchase order received at Geo. Roth's office December 30, 1975.
3. Prints for approval submitted to G.E. Supply, February 12, 1976. Reason for extended length of time it took to submit prints was due to holidays.
4. Prints submitted for approval because Valmont cannot produce zero gauge as specified and subsequently had to submit on laminated pole design, which was subsequently approved with no corrections by the State.
5. Advised by Valmont due to economy turn down, material delivery slowing and delivery would be extended to 10-12 weeks.
6. March 21, 1976, Geo. Roth received approved prints and release for immediate shipment from Geo. Roth's office.
7. Material shipped June 10, 1976, approximately 11 weeks after release of purchase order.

I hope this will help you with any problems that may arise.

Very truly yours,

Harry Lang
Supervisor Inside Sales

HL:ac

8291

FORM 81-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION	NW 9th St. at NW Buchanan (Corvallis)
WEEK ENDING	October 2, 1976
SECTION PREFIX	302-1084
HIGHWAY	FAU 2045 (NW 9th St.)
COUNTY	Benton
NAME OF JOB	NW 9th St. at NW Buchanan Ave.(Corvallis)
KIND OF WORK	Grading, Paving, Signals
CONTRACTOR	Morse Bros., Inc.
CONTRACT NUMBER	8298
FEDERAL AID PROJECT NUMBER	HHS-2045(1)
DATE OF CONTRACT	October 23, 1975
DATE WORK STARTED	January 27, 1976
ESTIMATED COMPLETION DATE	August 10, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS
	SPECIFIED CALENDAR DAYS 250
	SPECIFIED COMPLETION DATE
	WORK DAYS USED
	CALENDAR DAYS USED 281
	PERCENT OF TIME ELAPSED 112
PROJECT AUTHORIZATION: $ 162,542.51	
EXCLUSIVE OF ENGINEERING: $ 147,542	ENGINEERING AUTHORIZATION $ 15,000
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 147,542	ENGINEERING COST TO DATE $ 20,480
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 137 %
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
	DATE PROJECT WAS COMPLETED: August 10, 1976

PROJECT COMPLETED - SEMIFINAL ESTIMATE DELIVERED TO REGION OFFICE 8-23-76.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	SIGNALS
100	100	100	100	100		100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.23	0.23			0.23
MILES PARTIALLY COMPLETED	0.23	0.23			0.23
MILES COMPLETED	0.23	0.23			0.23
TOTAL ESTIMATED QUANTITIES (CONTRACT)	800 cy	750 tons			1,800 tons
TOTAL QUANTITIES CORRECTED TO DATE	617 cy	1,394 tons			1,660 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	617 cy	1,394 tons			1,660 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	PROJECT COMPLETED				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9-26		281		
MONDAY 27				
TUESDAY 28				
WEDNESDAY 29				
THURSDAY 30				
FRIDAY 10-1				
SATURDAY 2				FINAL REPORT

Keasey ___ Richards
Bond ___ Gibbon
Jackmond ___ Berg
Harwood ___
Johnsen ___
Walker ___

RECEIVED
OCT 5 1976
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Week ending October 2, 1976.

REMARKS

Project completed - Semifinal estimate and supporting data delivered to Region Office August 23, 1976.

Minor corrective work completed.

FINAL REPORT.

SIGNED Richard E. Nelson LOCATION Corvallis

Richard E. Nelson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

BP-F216

8298 8-13-76 15

LETTER OF APPROVAL AND/OR AUTHORIZATION

HHS-2045(1)

STATE PROJECT NO.
N.W. 9th St. & Buchanan

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

COUNTY NAME
Benton

ITEM NO.
HHS-14

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 17 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-3-75	6-18-76	FAU 2045	City Street

GENERAL LOCATION:
City of Corvallis

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Utility adjustment.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Preston's letter of 8-6-75, and a review of the revised estimate furnished for work by the City of Corvallis, I approve the additional work of adding fire hydrants and water meters for a revised amount of lump sum reimbursement of $8,913.36 - Federal funds $8,022.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-13-76	G. K. Hansen	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8278

Corvallis

REFERRED TO
1 Board and 4 Reed WR
2 Cole WEC Sample
3 Eriksen JC 5 Watson NEM
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

CONSTRUCTION ENGINEERS NARRATIVE

NW 9th St. at NW Buchanan Ave. (Corvallis)
FAU 2045 (NW Ninth Street)
Benton County

Contract No. 8298 Prefix 302-1084 FA No. HHS-2045(1)

Work to be Done: Widen existing 4 lane street to 5 lanes with 5 phase traffic signal.

Purpose of the Contract: Safety project to reduce accident frequency from left turn movements.

Location: Corvallis City Street.

Base Design: Widening - 6" Agg. Base
6" Class "C" Asph. Conc. Base Course
1½" Class #C" Asph. Conc. wearing course over full section.

Contract Data: Awarded - October 23, 1975
Contract Amount - $121,892.18
Project Authorization - $162,542.51 (Increased June 29, 1976)
Project Authorization - $143,534.58 (Original)

Contractor: Morse Bros., Inc.

Contract Time: Allowed - 250 Calendar Days
Used - 281 Calendar Days

Extensions Approved: None at this time.

Remarks - Extension request may be submitted - major reason for delay was delivery of signal components.

Final Contract Cost: Amount: $125,586.18
% -4.4% (based on increased authorization)

Authority to overrun first authorization approved June 29, 1976.

Final Total Cost: Amount: $155,511.18
% -4.3% (based on increased authorization)
+8.3% (based on original authorization)
Remarks - Adjustment and City Utilities and drainage revision were major overrun factors.

Work Started: January 27, 1976.

Work Completed: August 10, 1976.

1 Versteeg ✓
Olson
2 Christensen DDC
Scott
Swenson
Savage
Trout

RECEIVED
SEP 08 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

General Description of Kind of Work:

1. Grading - Excavation for widening from 4 lane section to 5 lanes.
(a) General Excavation
Plan Amount - 800 cu. yds.
As Constructed - 617.7 cu. yds.

Remarks: Excess material disposed of by contractor at his commercial aggregate source as site reclaimation.

(b) Problems in Construction
Narrow width excavation with poor drainage presented delays to an early season project.

(*)

2. Drainage -

This was checked out with Lesson. He indicated that these were not Sanitary Sewers. W.C.C. 7/13/76

(a) Storm sewer installation. Revision and extension during construction was required because of an E.P.A., D.E.Q. edict to the City of Corvallis to seperate storm and sanitary systems.

(b) Property Drainage -
Under sidewalk drains (not included in the plans) were provided for each property owner. These drains should minimize water impoundment behind the sidewalk areas. It is suggested that future contracts give more detail and consideration to property drainage under sidewalks and curb areas.

(c) Problems in Construction -
Underground utilities required some modification to the catch inlets.
Soil conditions and season of the year required aggregate base material for class "B" bedding. Contractor opted, at his expense, to provide granular backfill for the remainder of the backfill.

3. Surfacing and Paving -
(a) Quantities -

Class "C" A.C.	1,659.96 tons
Aggregate Base	1.394.66 tons

(b) Material Sources -
Morse Bros., Inc. "Builders Supply" source #22-1-2.

(c) Problems in Construction -
Surfacing operations did not present any unusual problems.

Traffic Signals:

(a) Quantities -
Lump Sum Item.

(b) Material Source -
Mast Arm Poles - Valmont Industries
Controller - Singer 2000 Series

(c) Problems in Construction -
No significant construction problems were incurred, however, the contractor stated that many times the "Approved" drawings and manufacturer's literature were not acceptable to the State. He suggested that more consideration and comments be given the "Approval" stamped on submitted plans.

(*) Contract plans provided for sidewalk backfill of 1' with slope to property line. Special consideration was not made for this material. Future contracts, in an urban area, should specify topsoil material.

8298

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

DATE: June 17, 1976

TO: Oregon Transportation Commission

AGENDA
JUN 29 1976
4b-2

FROM: for M. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
N.W. 9th St. at N.W. Buchanan Ave. (Corvallis)
Contract No. 8298

An overrun of $19,007.93, or 13.2 percent, is expected on this project on N.W. 9th Street in Corvallis. This is a high-hazard safety project on a city street, Federal Aid Urban Route. It provides for widening about 1,200 feet of an existing street, new curbs, drainage, and asphalt concrete overlay. The project is now 57 percent completed. Morse Bros., Inc., is the contractor.

Two factors account for three-fourths of the overrun. The original project authorization included only $500 for adjusting city water facilities. The City is doing this work, which was subsequently estimated at $3,416 and is now expected to cost $9,000. The other reason for the overrun is a change in the storm drainage system to comply with Department of Environmental Quality requirements for the separation of storm water from sanitary sewers. The contract plan contemplated connecting the new drainage into an existing sanitary sewer. A plan change provides for carrying a 12-inch separate storm sewer line to a new free outlet at an added cost of $5,762. The work being done under the contract installs this new line up to the project limits and the City will continue it on at its expense separate from the contract. The added work is federal participating.

Your approval is requested for an increase of $19,007.93 to a new total project authorization of $162,542.51. This matter will be on the agenda for the June 29 meeting.

JAB:fr ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
George Bell
R. L. Schroeder
C. O. Fredrickson
C. T. Keasey
L. W. Rulien
V. E. Skoog

Form 81-734-3123

Form E-275 (Rev. 10-68)

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
STATE HIGHWAY ENGINEER
Date 6-30-76

Expected Overrun of Project Authorization

Project NW 9th St. at NW Buchanan Ave. (Corvallis) Date June 11, 1976

Highway FAU 2945 (NW 9th St.) Contract No. 8298

County Benton Kind of Work Grading, Paving, Signals Contractor Morse Bros., Inc.

	Authorized	Estimated
Contract Amount	121,892.18	131,427.72
Anticipated Items	4,570.00	9,761.28
Contingency (4½%)	5,690.80	6,353.51
Engineering	11,381.60	15,000.00
Credits		
PROJECT COST	143,534.58	162,542.51
NET INCREASE $		19,007.93 = 13.24%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
(C) Item 3 - Flagmen		5,250	+ 2,625
(C) Item 6 - General Excavation		3,300	- 1,100
(C) Item 7 - Trench Excavation	(P.A. 2)	3,628.48	+ 1,000.48
(C) Item 8 - Plant Mix Aggregate Base	"	12,929.48	+ 3,824.48
(C) Item 11 - 12 inch Sewer Pipe	"	12,396.42	+ 3,116.04
(C) Item 16 - Concrete Curbs		11,324.30	+ 1,095.80
(U) Provide "3" Curb Drains		150.00	+ 150.00
(A) Signal Controller Testing	(S.F.O. 1)	750.00	+ 250.00
(A) Adjust City Utilities	(S.F.O. 2)	9,000.00	+ 8,500.00
(A) Permanent Signing		182.00	- 818.00
(A) Permanent Stripeing		343.00	- 657.00
(A) Engineering			+ 3,618.40

Principal reasons for overruns (Continue on reverse side):
SEE ATTACHMENT

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Richard E. Nelson Resident Engineer

Confirmed by Arnold Wemett Division Engineer

Noted by Construction Engineer

Noted by Acting Deputy or State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Order for ~~Stat~~ Force Work

Contract No. 8298

APPLYING TO CONTRACT PROJECTS

Order No. 3

Section NW 9th St. at NW Buchanan Ave. (Corvallis) Date May 17, 1976

Highway NW Ninth Street (City Street) F.A.P. No. ~~HHS-2015~~ HHS-20450(276-03)

County Benton Prefix 302-1084 Account No. 278-03

Description of Work To Be Done: Permanent Signing and Striping to be done by City of Corvallis forces.

Location by Station Numbers:

Throughout the project limits.

FHWA-ORE DIV APPROVED EFFEC. 5/24/76

Estimate of Quantities and Costs:

	Signing	Striping	
Labor	147.00	195.00	
Equipment	35.00	52.00	
Material	0.00	96.00	
	$182.00	$343.00	Total $525.00

Explanation: These items are additional anticipated items of the project authorization. Signing and striping are necessary for direction and protection of traffic.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$143,534.58
Present estimate of project cost, including $525.00 for work under this order	$143,534.58
Expected under-run / over-run (amount)	$0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Richard E. Nelson, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

#8298

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-2045(1)

STATE PROJECT NO.: NW 9th St @ Buchanan

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: HHS-14

COUNTY NAME: Benton

PROGRAM STAGE (Check) ☐ 1. ☐

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	3/1/76	FAU Route 2045 / City Street

GENERAL LOCATION:

City of Corvallis

GENERAL DESCRIPTION OF WORK:

You are now authorized to proceed with actual adjustments for the City of Corvallis' water facilities effective 3/1/76. Reimbursement on an agreed lump sum basis of $3,416, Federal funds $3,074 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION

- ☒ OTHER (Specify) Utility Adjustment

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 11/11/74 approved this project for inclusion in the Federal-aid program. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. We approve the agreement with the City of Corvallis consisting of your Utilities & Railroad Engineer's verbal notice, the City of Corvallis' 3/5/76 letter, and the plans and estimate furnished by Mr. Cartwright's 3/16/76 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/23/76		Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-958

#8278 2-20-76

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-2045 (1)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: HHS-14

COUNTY NAME: Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 26 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2-19-76	FAU Route 2045	City Street

GENERAL LOCATION:

"N. W. 9th St. at Buchanan Ave. (Corvallis) Section"

GENERAL DESCRIPTION OF WORK:

See below

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandums of 11-11-74 and 5-14-75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 2-12-76 letter I approve the program change adding to the character of the proposed work "Utility Relocation".

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-20-76	D K Hanamer for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#8298

February 12, 1976

TO: Mr. Glen L. Green, Division Engineer
Federal Highway Administration

FROM: L. W. Rullen
Project Management Engineer

RE: Program Change
NW 9th St. at Buchanan Ave. (Corvallis) Section
Project No. HHS-2045(1)

We are submitting a request for program change for the above project to add utility relocation to the "Character of Proposed Work" and include the utility cost in the project.

Work by the City of Corvallis (water); total cost $3,200 Federal Funds $2,880.

Authorization will be requested under separate cover.

DAR:dp

Attachment

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 18, 1975

TO MEMO TO THE FILE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
September 25 Bid Letting

Bids will be opened September 25 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. N. W. Ninth Street at Buchanan Avenue (Corvallis)
City Street, Benton County
Grade, Pave and Signal Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Five-foot concrete sidewalks will be provided on Ninth Street 600 feet north on both sides and 300 feet south on the east side only. Four ramps will be provided at intersection.

2. Clackamas River (McLoughlin) Bridge
Pacific Highway East, Clackamas County
Bridge Painting Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Milton Creek and Beaver Creek Bridges
FAS 816, 689 and 854, Columbia County
Structures (4) Project

8300

Footpaths and bicycle trails will not be established under this project as per ORS 366.514 (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Thirty-four-foot roadway width will be provided on the two Milton Creek Bridges and the Beaver Creek Bridge on the Old Columbia Highway. A 30-foot roadway width will be provided on Beaver Creek Bridge on McDonald Road.

4. Bend Maintenance Building
The Dalles-California Highway, Deschutes County
Building Project

8301

Same as No. 2.

5. Candlelight Drive-Louis Street (Eugene)
FAUS 1320, Royal Avenue, Lane County
Grade and Pave Project

8302

Six-foot Class III bike lanes to be provided. Five-foot concrete sidewalks with curb cuts also provided. 1.35 miles in length. This is a City of Eugene design.

6. S. E. 92nd Avenue-N. W. Ava Avenue
Mt. Hood Highway, FAUS 0640, Multnomah County
Grade, Pave and Signals Project

8303

Class II bikeway will be provided from 136th Avenue to Ava Avenue as replacement of existing Class III bikeway. From 92nd Avenue to 136th Avenue, 8-foot paved shoulders will be provided except at channelized intersections, where 4-foot shoulders will be provided. Five miles in length.

7. Tillamook and Trask Rivers Bridges
Netarts Highway, Tillamook County
Bridge Painting Project

8304

Same as No. 2.

8. Mosquito Creek Bridge, FAS 753
Middle Island Road, Yamhill County
Grade, Pave and Structure Project

4 3.5

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Grading and paving incidental to structure, which is 140 feet in length. Roadway width will be 30 feet. A 4-foot shoulder will be provided on short 200-foot approaches.

9. Scott Creek-Stony Brook Section
Umpqua Highway, Douglas County
Grade, Pave and Passing Bay Project

8306

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Four-foot shoulders will be provided.

10. Corvallis-Lebanon Highway at County Roads 704 and 705
Corvallis-Lebanon Highway, Linn County
Channelization Project

8307

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

cc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

DES:jp ja

August 8, 1975

Mr. Roger C. Anderson, Jr.
3360 N.W. Highway 99W
Corvallis, OR 97330

Dear Mr. Anderson:

N.W. 9th St. and Buchanan Avenue
City of Corvallis

Your letter of August 5, 1975 inquires about the signalization of N.W. 9th Street and Buchanan Avenue and the substitution of sodium-vapor lights for the existing mercury-vapor lights at the 99W, 9th Street and Conifer Blvd. vicinity.

The signal at N.W. 9th Street has been postponed until such time as a right-of-way problem has been cleared.

The State maintains three mercury-vapor street lights at the 99W-9th Street intersection. The remainder of the lights on 9th Street and those at 99W and Conifer Blvd. are the property of the city of Corvallis.

The State would not consider replacing the three lights under our jurisdiction with sodium-vapor until such time as the city indicates a willingness to convert the 9th Street lights to sodium-vapor and then only as money was available. As the majority of the lights belong to the city, you should address your questions to the proper city authorities.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc: F. B. Klaboe
R. L. Schroeder
L. E. George
C. O. Fredrickson

WRZ:rj dpy

August 5,1975

Mr. A.E. Johnson
Oregon State Highway Division
Salem,Oregon

Dear Mr. Johnson:.

In your letter of June 23th (see enclosed) you said that bids were to be open July 31, for the signalization project at N.W. 9th street and Buchanan Avenu . But in a article in the Oregon Journal (see enclosed) the above project is not listed - Why? Now what is the status of this improvement project...

By the way, work has just begun here in Corvallis on the re-construction of 2-intersections: Hwy. 99W Conifer and 99W-N.W. 9th street & 53k drive. Both of these projects are tied-in with the new Good Samaritan Hospital. I would like to encourage the State Highway Division and the City of Corvallis to replace all the current mercury-vapor street lights now in use at these two intersections, with the new sodium-vapor street lights. It is my understanding that these new sodium-vapor lights produce 70% more light with 10-20% less power consumption.

Best Wishes..

Sincerely,
Roger C. Anderson,Jr.
3360 NW Hwy.99W
Corvallis,Oregon 97330

RECEIVED
STATE HWY ENGR
AUG 6 '75
REFER TO
Schroeder
FOR
Info | Invest | R/D | D/R | Sign | Act | File
✓

5 of 4

RECEIVED
AUG 1975

Schrader Awarded Rest Area Contract

SALEM (UPI) — Schrader Construction Co. Inc. submitted an apparent low bid of $1,794,541 to upgrade and expand the Baldock rest area on Interstate 5 in Clackamas County in bids opened Thursday by the Oregon Transportation Commission.

Completion date for the rest area project is June 30, 1977.

Other apparent low bidders were:

Clatsop County — L.K. Comstock Co. Inc., $33,902 for traffic signal installation at Ridge Road and Pacific Highway.

Coos County — Garrett and Thomas Construction, Dallas, $87,646 for riprap installations at Bullards Beach State Park.

Douglas County — Roseburg Paving Inc., Roseburg, $18,766 for grading and paving SW 5th St. in Canyonville.

Harney County — Riverbend Construction Co., Portland, $28,444 for grading and paving Saginaw Avenue in the city of Hines, and $67,970 for grading and paving on Park Street in Burns.

Klamath County — R.J. Taggart Construction, Salem, $89,800 for rock crushing on the Chiloquin section of The Dalles-California highway about 37 miles north of Klamath falls.

Linn County — Pacific Northwest Landscaping, Lafayette, $151,551 for roadside improvements along the Pacific Highway between Albany and Lebanon. Corvallis Sand and Gravel Co., Corvallis, for grading, paving and signal installation on the Sweet Home section of the Santiam Highway.

Malheur County — Hansen Electric Co., Coos Bay, $28,159 for traffic signal installation at the Olds Ferry-Ontario Highway in Ontario.

Marion County — Gibbons and Reed Co., Portland, $1,438,873 for grading, paving and signing at the Chemawa Road-Hayesville Interchange along Pacific Highway East.

Polk County — F.G. Scott Construction Co., Salem, $412,395 for improvements on the Ritner Creek Bridge along Kings Valley Highway.

Union County — Hensel Phelps Construction Co., Greeley, Colo., $594,675 for improvements to the Grande Ronde River Bridge section of the Wallowa Lake Highway.

Wallowa County — Weaver Construction Co., Union, $81,864 for replacement and widening of a bridge over Bear Creek in southern Wallowa County.

Yamhill County — Rowell and Wickersham, McMinnville, $22,736 for grading and paving on 7th Street in the city of Lafayette.

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

June 20, 1975

Mr. Roger C. Anderson, Jr.
3360 N. W. Highway 99W
Corvallis, OR 97330

Dear Mr. Anderson:

As requested in your May 29 letter, we have made an illumination investigation on the Pacific Highway West (ORE99W) from Circle Boulevard to the Southern Pacific overcrossing in Corvallis.

Our illumination warrants take into account the total accident rate and the nighttime accident rate. These rates are then compared to State-wide rates for similar types of highway. On this section of ORE99W, the accident rate is 1.90 accidents per million vehicle miles, while the State-wide rate for similar highways is 5.69 accidents per million vehicle miles. The nighttime accident rate on this section is 4.56 accidents per million vehicle miles. To justify illumination improvements on this section of highway, the nighttime accident rate would have to be in excess of 8.55 accidents per million vehicle miles. Therefore, our findings indicate that illumination improvements are not warranted on this section at the present time.

You also requested status reports on three proposed projects in the Corvallis area. The signalization project at N. W. Ninth Street and Buchanan Avenue in the city of Corvallis is scheduled for bid letting on July 31, 1975. Work on this project will begin shortly after that date. The remaining two projects (signalization at the intersection of ORE99W at Lewisburg Road and the replacement of the Van Buren Street Bridge) have not been scheduled due to a lack of funds.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

Form 81-734-5122

8298

PRO 4-3

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 2, 1975

TO E. S. Hunter
Assistant State Highway Engineer

FROM for L. W. Rulien
Project Mangement Engineer

SUBJECT Assessment and Project Category
N.W. 9th Street @ Buchanan Avenue
(Corvallis)
Benton County

RECEIVED
STATE HWY ENGR
JUL 3 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

APPROVED
ESH
E. S. Hunter
Date 7-3-75

BLG:vld

Attachment

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City
D. E. Swan
B. L. Gifford
C. O. Fredrickson, Region 1
H. C. Johnson, District 4

7-7-75
ORIGINAL TO
L.W. Rulien
w/att.

Form 81-734-5122

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date June 4, 1975

A. PROJECT IDENTIFICATION

Name of Project N.W. 9th Street at Buchanan Avenue (Corvallis) HHS-2045(1)
(Section)

Location of Project N.W. 9th Street (Highway Name) City Street (Highway No., US - ORE)

Corvallis (City) Benton (County) II (Region)

Program Title II Section 209 (Funding) $613,000 (Estimated Cost) 302-1926 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To widen 9th Street from 46 feet to 66 feet to provide for 4 travel lanes and a left turn refuge at the intersection of Buchanan Avenue and to improve traffic safety at a high hazard intersection. A three phase traffic signal is also proposed.

Origin and History: A request for consideration for funding was submitted by the City of Corvallis on Feb. 5, 1974. A resolution for street improvement was approved by the City Council of Corvallis on August 19, 1974, and an agreement between the City of Corvallis and the Oregon Transportation Commission was signed October 12, 1974. A request for an Authority for Survey was submitted November 22, 1974.

C. DESCRIPTION OF PROJECT

Length 0.22 mile.

Termini Northerly terminus is 600' north of the intersection of Buchanan. Southerly terminus is 550' south of intersection of Buchanan.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT
NON-HAZ

(Form (1) 9-74)

'Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 165 square feet (less than 0.004 acre). Approximately 80 square feet from each of 2 commercial-residential properties that are on the N.E. and S.E. corners of the intersection.

Typical Section 14' median. 2 12'-travel lanes; 1 14'-travel lane; 1 13½'-travel lane; curbed with 5' sidewalks adjacent to curbs.

Structures None.

Characteristics (ADT) 14,400 - 15,450 on 9th Street. A 24 hour traffic count on Buchanan Avenue was not taken, but a peak hour comparison would indicate an ADT of approximately 6,000.

Other General Information (or Supplemental information to items) According to city traffic surveys, the project section is the most heavily used area in the city. Accidents records indicate that there were 12 accidents at the intersection between August 1972 and June 1973, and 16 accidents between July 1973 and March 1975. Twenty-three of these accidents involved a left turn movement.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [ ] Required [X] Recommended

Type Design Tentative Date(s) _____

A-95 Review: [X] Not Required [ ] Required

O.R.S. 373.015 requires that the opportunity for a hearing must be offered where right-of-way is to be acquired in an incorporated city.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The physical terrain surrounding the project is flat to slightly rolling. There are no major drainage ways in the area. Generally the natural drainage is only fair at best, and has been augmented by man made drainage systems. The flora species are primarily confined to ornamental trees and shrubs, and other vegetation used for landscaping.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The general land use surrounding the project area is an intermix of residential-commercial development, with the commercial development tending to be dominant. Air quality is generally fair. However, the area is subject to smoke from field burning that occurs during late summer and fall. Estimated noise level indicates the L_{10} level at 100 feet from center line is exceeding the FHWA guidelines for a residential area. Utilities within the existing right-of-way that may require adjustment are power, phone, water, gas and sanitary and storm sewers.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   Approximately 80 square feet in each of two easterly corners of intersection.

   Consequences:

   Triangular shaped parcels of land from the corner of a commercial property and from a commercial-residential property would be required.

2. Estimated Changes in Traffic Patterns:

   Traffic patterns are not expected to be significantly affected. The increased safety and improved flow might make this intersection more attractive for use; however, this is not anticipated to be significant.

   Consequences:

3. Estimated Changes in Land Use:

   No changes in land access are anticipated. Also, secondary traffic/are expected effects to be insignificant, and, therefore not expected to affect land use changes.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None are anticipated.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   Noise levels are not expected to be significantly increased as a result of this proposal. The improved flow of traffic will tend to compensate for outside lanes moving a few feet closer to receptors.

   Consequences:

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   Approximately 80 square feet in each of two easterly corners of intersection.

   Consequences:

   Triangular shaped parcels of land from the corner of a commercial property and from a commercial-residential property would be required.

2. Estimated Changes in Traffic Patterns:

   Traffic patterns are not expected to be significantly affected. The increased safety and improved flow might make this intersection more attractive for use; however, this is not anticipated to be significant.

   Consequences:

3. Estimated Changes in Land Use:

   No changes in land access are anticipated. Also, secondary traffic/are expected effects to be insignificant, and, therefore not expected to affect land use changes.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None are anticipated.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   Noise levels are not expected to be significantly increased as a result of this proposal. The improved flow of traffic will tend to compensate for outside lanes moving a few feet closer to receptors.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None apparent.

7. Potential for Controversial Issues:

Further widening through residential area, removal of landscaping, and the possible increase in noise levels for homes adjacent to the right-of-way.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer	XXX		
Air Quality Engineer	XXX		
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

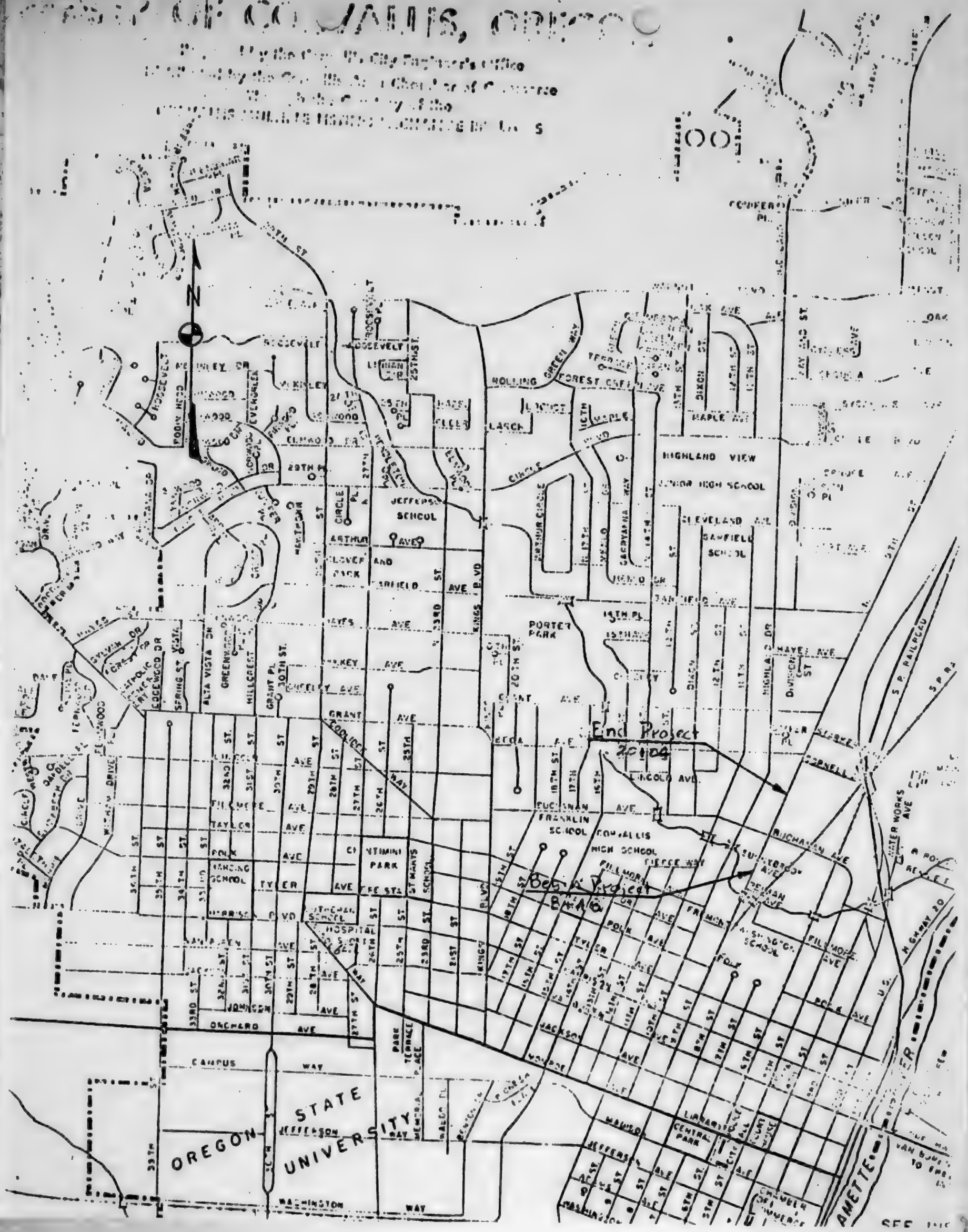
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- [ ] Draft EIS
- [ ] Final EIS
- [ ] Supplemental Draft EIS
- [ ] Supplemental Final EIS
- [ ] Section 4(f)
- [ ] Negative Declaration
- [ ] State-Wide Negative Declaration
- [X] Other Assessment

This project is deemed a non-major action.


N
End Project
Begin Project
OREGON STATE UNIVERSITY
JEFFERSON
JACKSON
HARRISON
POLK
TYLER
TAYLOR
GRANT
BUCHANAN
MONROE
JOHNSON
ORCHARD
CAMPUS WAY
WASHINGTON WAY
HOLLYWOOD DR
ROOSEVELT
FILLMORE
HOLLING GREEN WAY
FOREST CREST DR
HIGHLAND VIEW
JUNIOR HIGH SCHOOL
CLEVELAND AVE
GARFIELD SCHOOL
JEFFERSON SCHOOL
FRANKLIN SCHOOL
CORVALLIS HIGH SCHOOL
WASHINGTON SCHOOL
HARDING SCHOOL
ST MARYS SCHOOL
HOSPITAL
PORTER PARK
CENTRAL PARK
LIBRARY
CITY HALL
CITY PARK
PARK TERRACE PLACE
ARTHUR CIRCLE
ARTHUR AVE
CLOVER PARK
CIVITAN PARK
SPRINGFIELD AVE
HAYES AVE
GRANT AVE
LINCOLN AVE
TAYLOR AVE
POLK AVE
TYLER AVE
FILLMORE AVE
MONROE AVE
JOHNSON AVE
ORCHARD AVE
HIGHWAY 20
S P RAILROAD
AMETTE
WATER WORKS AVE
SEE

298

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308
DATE: June 27, 1975

In reply refer to: 1041EC.1

SUBJECT: • Oregon Project HHS-2045(1)
NW 9th Street at Buchanan Avenue
Benton County
Project Assessment
Corvallis

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's June 12, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action and recommend that the opportunity for a public hearing be offered.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
JUN 30 '75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7-1-75
ORIGINAL TO
L. W. Rulien

RECEIVED
JUL 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8298

June 20, 1975

906 RS
1383 J
1343a-9

Mr. Roger C. Anderson, Jr.
3360 N. W. Highway 99W
Corvallis, OR 97330

Dear Mr. Anderson:

As requested in your May 29 letter, we have made an illumination investigation on the Pacific Highway West (ORE99W) from Circle Boulevard to the Southern Pacific overcrossing in Corvallis.

Our illumination warrants take into account the total accident rate and the nighttime accident rate. These rates are then compared to State-wide rates for similar types of highway. On this section of ORE99W, the accident rate is 1.90 accidents per million vehicle miles, while the State-wide rate for similar highways is 5.69 accidents per million vehicle miles. The nighttime accident rate on this section is 4.56 accidents per million vehicle miles. To justify illumination improvements on this section of highway, the nighttime accident rate would have to be in excess of 8.55 accidents per million vehicle miles. Therefore, our findings indicate that illumination improvements are not warranted on this section at the present time.

You also requested status reports on three proposed projects in the Corvallis area. The signalization project at N. W. Ninth Street and Buchanan Avenue in the city of Corvallis is scheduled for bid letting on July 31, 1975. Work on this project will begin shortly after that date. The remaining two projects (signalization at the intersection of ORE99W at Lewisburg Road and the replacement of the Van Buren Street Bridge) have not been scheduled due to a lack of funds.

Very truly yours,

bc F. B. Klaboe
R. L. Schroeder
L. E. George
C. O. Fredrickson (enc.)

A. E. Johnson
Deputy State Highway Engineer

DW:rj ja

8298

5-14-75

FEDERAL AID PROJECT NO.

ROV

May 29,1975

Mr. F.B. Klaboe
Oregon State Highway Division
Highway Building
Salem,Oregon 97310

Dear Mr. Klaboe:

I was wondering what the possibilty is of improving the illumination along Oregon Hwy. 99W from the overpass to the circle-seavy intersection here in Corvallis. This stretch of highway is very dark and dangerous during the winter nights.

Also what is the status of the following Corvallis area projects:

1. Widening and signalization improvements of N.W. 9th street and Buchanan ave.
2. The signalization of the Oregon Hwy. 99W @ Lewisburg-Granger road intersection.
3. The replacement of the Van Buren street Bridge.

Sincerely,

Roger C. Anderson,Jr.
3360 N.W. Hwy. 99W
Corvallis,Oregon 97330

RECEIVED
STATE HWY EN
MAY 30 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Air
| | X | | | |

PP 1 5 132 #2

Bob
This thing is split up on the assignment and I think its easier for one to handle it. Will you do so please.
Ed.

RECEIVED
JUN 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8298

5-14-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-2045(1)

STATE PROJECT NO.: NW. 9th St. @ Buchanan Ave. (Corvallis) Section

FROM: G. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.:

ITEM NO.: HHS-14

COUNTY NAME: Benton

PROGRAM STAGE (Check): [ ] 1. [XX] 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 16 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	May 14, 1975	Urban Route 2045	City Street

GENERAL LOCATION:

City of Corvallis

GENERAL DESCRIPTION OF WORK:

Right of Way Acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] OTHER (Specify)

- [X] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's May 5, 1975 letter you are authorized to proceed with the actual acquisition of right of way as programed.

Rulien - LAA
5-16-75

RECEIVED
MAY 16 1975
Office of
Assistant State Highway Engineer

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-14-75	C R Burglandt	for Division Engineer

FORM FR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

8298

PRO 6-2

May 5, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulfen
Project Management Engineer

SUBJECT Program Change (PR-9) Submission
N.W. 9th St. at Buchanan Ave. (Corvallis) Sec.
Project No. HHS-2045(1)

We are submitting a request for program change (PR-9) form for the above project to add acquisition of right of way to the character of proposed work, increase the total cost and federal funds to reflect the additional work and change the project number to correspond with the approved Urban System route numbers.

We request concurrent with approval of the program change (PR-9) authorization to proceed with the actual acquisition of the right of way. The right of way to be acquired consists of two small parcels which are required to complete work in the intersection and are as outlined in red on the enclosed sketch map.

Since no improvements are within the areas to be acquired there will be no relocation assistance required.

Encl.

CL:js

Budget Bureau No. 41-R2068; Approval Exp

U.S. DEPARTME
BUREAU O

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) City St., N.W. 9th at Buchanan Ave.(Corvallis) 21 65	ADT	20,000	FUTURE 36,000 (66) (70)	YEAR 94 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 41 (2) (3)

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) P.E., ROW, Channel. & Traffic Sig. 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) HHS- 14 23	NUMBER-AGR. NO. 2045(1) 7 13

CARD 4	CLASS OF FEDERAL FUNDS * (Section 209) High-Hazard Location	COUNTY NAME Benton	
	NAME OF URBAN AREA (17-31) Corvallis	F.A. SYSTEM Urban	RTE NO. U / FEDERAL AID 2045 / STATE (32) City St. (36)

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST: TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHAR. OF PROPOS
1	(1st)	16	41	42	43 - 46	55									
5					PE Topics ROW CONST Y008 Y031		ITEM AS NOW PROGRAMED Stage 2	14	HHS-5007(5)	City St., N.W. 9th St. at Buchanan Ave. (Corvallis) "N.W. 9th St. @ Buchanan Ave. (Corvallis) Sec."	0.0 0.0	2,400 60,000	2,160 54,000	240(City) 6,000(City)	P.E. all phas ization consi dr., H.T. pa markings, si multi-phase traffic sign
										PROJECT TOTAL	0.0	62,400	56,160	6,240(City)	
5					PE Topics ROW CONST Y008 Y031		REQUESTED REVISION Stage 2	14	HHS-2045(1)	City St., N.W. 9th St. at Buchanan Ave. (Corvallis) "N.W. 9th St. @ Buchanan Ave. (Corvallis) Sec."	0.0 0.0 0.0	2,400 5,000 60,000 (16) (23)	2,160 4,500 54,000 (24) (33)	240(City) 500(City) 6,000(City)	P.E. all pha sition, chan sisting of g pave, paveme signing and phase actuat signals.
										PROJECT TOTAL	0.0	67,400	60,660	6,740(City)	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: -over-
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
November 11, 1974	DATE: May 5, 1975	DATE	DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

* If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
ity St., N.W. 9th at Buchanan Ave.(Corvallis)	ADT	20,000	36,000 | 94	10	Oregon	41	142	14

ED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI.	DESIG.
el. & Traffic Sig.								HHS-	2045(1)		

OS)	COUNTY NAME	CODE
ection 209) High-Hazard Location	Benton	003

rvallis	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
	Urban	U	2045	City St.	- -

K PE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
ics W NST 08 81		ITEM AS NOW PROGRAMED Stage 2	14	HHS-5007(5)	City St., N.W. 9th St. at Buchanan Ave. (Corvallis)	0.0	2,400	2,160	240(City)	P.E. all phases; channelization consisting of gr., dr., H.T. pave, pavement markings, signing and inst. multi-phase actuated traffic signals.
					"N.W. 9th St. @ Buchanan Ave. (Corvallis) Sec."	0.0	60,000	54,000	6,000(City)	
					PROJECT TOTAL	0.0	62,400	56,160	6,240(City)	
ics W NST 08 81		REQUESTED REVISION Stage 2	14	HHS-2045(1)	City St., N.W. 9th St. at Buchanan Ave. (Corvallis)	0.0	2,400	2,160	240(City)	P.E. all phases, ROW acquisition, channelization consisting of gr., dr., H.T. pave, pavement markings, signing and inst. multi-phase actuated traffic signals.
					"N.W. 9th St. @ Buchanan Ave. (Corvallis) Sec."	0.0	5,000	4,500	500(City)	
						0.0	60,000	54,000	6,000(City)	
					PROJECT TOTAL	0.0	67,400	60,660	6,740(City)	

been submitted Yes ☐ — CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

REASON FOR CHANGE:

-over-

two or more projects. Prepare a form PR-1 for all from such action.

974	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
	DATE: May 5, 1975	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

one class of project to another, or covers joint financing, show both classes of funds involved.

FORMS ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48868-P61

N.W. BUCHANAN AVE. (CORVALLIS) SECTION

PROJECT NO. HHS-2045(1)

Reason for Change - continued

A. To include right-of-way acquisition in the character of proposed work.

B. To increase the project cost to reflect the estimated cost of the right-of-way.

C. To change the project number from Corvallis Topics number to the approved Urban System route number.

D. The addition of R/W to the program has been requested by the City of Corvallis.

TRANSACTION NUMBER 11-63

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-11-74

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

BY (Signature): L.W.RULIEN'S OCTOBER 31, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS SECTION 209

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 14 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
14	HHS-5007(5)	0.0	62,400	56,160

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
N.W. 9TH STREET AT BUCHANAN AVE. CORVALLIS SECTION. BENTON COUNTY STATE OF OREGON.	PRELIMINARY ENGINEERING CHANNELIZATION AND TRAFFIC SIGNALS.

RECEIVED
NOV 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
NOV 13 '74
REFER TO Hunter
FOR
Init. | Invest. | R/W | D/R | Signs | Int.

NOTED
E. S. HUNTER

REMARKS (Division)

I CONCUR THAT TIMESAVING PROCEDURES ENUMERATED IN VOL. 6, CHAP. 8, SECTION 2 OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL APPLIES TO THIS PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

11-13-74
ORIGINAL TO
L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 11-11-74	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-40 (Rev. 8-71)

GPO 915.690

11-1-74

9298

8298

October 31, 1974

TO G. L. Groen, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-5007(5)

We are submitting program data for one project, Item No. 14, Project No. HHS-5007(5), "NW 9th St. @ Buchanan Ave. (Corvallis) Sec." which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-aid Highway Act of 1973.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in Vol. 6, Chap. 8, Sec. 2 of the Federal-aid Highway Program Manual.

Enclosed is a Report of Signal Warrent Investigation with attached collision diagram, vehicular volume diagram, etc., prepared by our Traffic Section for this project.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. and E. approval.

Enc.

DRH:js

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H.Q.

FORM PR-1 (REV. 4-61)

10-31-74

Budget Bureau No. 41-R2067; A

U.S. D

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (19) (20)	City St., NW 9th at Buchanan Ave. (Corvallis) 21 68	ADT	20,000* (66)	36,000* (70)	94 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FN ROUTE NO.	SUPV. AREA	DA CLASS.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
CARD 3	P.E. Channel. & Traffic Signal 28 62	(63) (65)	(66) (68)	(69) (70)	(71)	(72) (73)	(72) (73)	(74) (75)	HHS- 14 28	5007 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	(Section 209) High-Hazard Locations	Benton	003 (14)
	NAME OF URBAN AREA: Corvallis (17-31)	ROUTE NO. T	FEDERAL-AID - - (32)
		STATE City St. (36) (37)	U.S. - - (4

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(1415)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE TOPICS		City St., NW 9th St. at Buchanan Ave. (Corvallis)	0.0	2,400	2,160		240 (City)
5					ROW							
5					CONST (CODE) TOPICS Y008 Y031		"N.W. 9th St. @ Buchanan Ave. (Corvallis) Sec."	0.0	60,000	54,000		6,000 (City)
							PROJECT TOTALS	0.0	62,400	56,160		6,240 (City)

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1		
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (33) REMARKS

*ADT count entering intersection.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

10-31-74

LOCATION (65 typewriter spaces)
t., NW 9th at Buchanan Ave. (Corvallis) (65)

ADT | PRESENT: 20,000* | FUTURE: 36,000* (66) | YEAR: 94 (70)(71)(72)

REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 (2)(3) | APPN CODE: 142 (4)(9) | ITEM NO.: 14 (14)(18)

For Projects Only

EMERG. YR. (72)(73) | PL. AUTH YR. (74)(75)

PROJECT NUMBER: PREFIX LETTER(S): HHS- (14) | NUMBER: 5007 (23)(7) | SEQ. NO.: (5) (18) | POST MI. (24)(26) | DESIG. 27

c Signal (62) | NATL. FOREST (63)(65)

ction 209) High-Hazard Locations

allis

COUNTY NAME: Benton | CODE: 003 (14)(16)

ROUTE NO. T | FEDERAL-AID - - (32) | STATE City St. (36)(37) | U.S. - - (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(55)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
CS		City St., NW 9th St. at Buchanan Ave. (Corvallis)	0.0	2,400	2,160		240 (City)	P.E. all phases; channelization consisting of gr., dr., H.T. Pave, pavement markings, signing and inst. multi-phase actuated traffic signals.
W								
NST (c) CS		"N.W. 9th St. @ Buchanan Ave. (Corvallis) Sec."	0.0	60,000	54,000		6,000 (City)	ROW - 80' nominal. Access control-none Parking restrictions partial
		PROJECT TOTALS	0.0	62,400	56,160		6,240 (City)	

(110) (22)(24) (33)

REMARKS

VAL DATES

*ADT count entering intersection.

-over-

USCOMM DUSCOMM-DC 40808-P61

N.W. 9TH ST. @ BUCHANAN AVE. (CORVALLIS) SEC.

PROJECT NO. HHS-5007(5)

Existing Facilities:

9th St. (North & South) - - - Four travel lanes, 46-foot curb to curb, surfaced with high-type pavement, with sidewalks both sides.

Buchanan Ave. (East & West)- Two travel lanes, 40-foot curb to curb.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. Channelization to provide a left turn refuge lane which work consists of grade, drain, high-type surface, pavement markings, necessary signing and replace existing sidewalks and curbs.

3. Install multi-phase actuated traffic signal.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements dated April 28, 1970 and August 7, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as this project will not result in alteration of land use or traffic flow patterns and therefore should not cause any change in planning completed or underway.

PPM 90-1 Requirements: Statewide "Negative Declaration" for spot safety projects on noninterstate Federal-aid Highway Systems was concurred in by FHWA on May 8, 1974.

PPM 20-8 Requirements: Not applicable under "Timesaving procedures" set forth in Vol. 6, Chap. 8, Sec. 2, of the Federal-aid Highway Program Manual.

System Action, Airports, Water Development, Railroads, Recreation
Historical Areas: None involved.

Maintenance of Traffic Operations Improvements: A state-city agre
ment covering maintenance obligations will be prepared to comply w
Section 116 of Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, the
legal authority to control the use by utilities of the right-of-wa
of this project. A state-city agreement is being prepared to comp
with paragraph 6d(1) of PPM 30-4.1.

Note: The project is in Congressional District No. 1.

.W. 9TH ST. @ BUCHANAN AVE. (CORVALLIS) SEC.

PROJECT NO. HHS-5007(5)

cilities:

th & South) - - - Four travel lanes, 46-foot curb to curb, surfaced with high-type pavement, with sidewalks both sides.

. (East & West)- Two travel lanes, 40-foot curb to curb.

a: The proposed work is as follows:

es of preliminary engineering.

ization to provide a left turn refuge lane which work s of grade, drain, high-type surface, pavement markings, ry signing and replace existing sidewalks and curbs.

multi-phase actuated traffic signal.

Requirements: Exempt from State Clearinghouse and Clearinghouse A-95 review under working agreements 28, 1970 and August 7, 1970, respectively.

sportation Planning (PPM 50-9): Not applicable as this ll not result in alteration of land use or traffic flow nd therefore should not cause any change in planning or underway.

equirements: Statewide "Negative Declaration" for spot jects on noninterstate Federal-aid Highway Systems was in by FHWA on May 8, 1974.

equirements: Not applicable under "Timesaving procedures" in Vol. 6, Chap. 8, Sec. 2, of the Federal-aid Highway nual.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

Maintenance of Traffic Operations Improvements: A state-city agreement covering maintenance obligations will be prepared to comply with Section 116 of Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Note: The project is in Congressional District No. 1.

298

45

October 23, 1974

City of Corvallis
City Hall
Corvallis, OR 97330

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of the letter-form agreement for improvement of a left-turn refuge and installation of a 5-phase traffic signal on N.W. 9th Street at Buchanan Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

FKN:ser
att.

cc H. S. Cox
(conf. agree. att.)

8300 Milton Cr. & Beaver Cr. 1975
Bridges
(Grading, paving, struc.) [redacted]

C.A. 5284 5-12-75
C.A. 5307 5-12-75 9-26-75
C.A. 5458 9-26-75

8300

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Columbia County
Board of Commissioners
Courthouse
St. Helens, OR 97051

Attention of Mr. Sam Hollinger
County Roadmaster

Request No. (assigned by staff engineer or head of section) cc 1775

Date April 21, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billings: 4 Bridges --

FAS 689 Beaver Creek (Old Columbia River Hwy.) Bridge

FAS 816 Milton Creek (Pittsburg-St. Helens Rd.) Bridges (2)

FAS 854 Beaver Creek (McDonald Road) Bridge

Contract #8300

Covered by agreements #5284 and #5307

Itemized Statement: (This final billing covers both PE and Construction costs)

Quantity	Unit	Description	Unit Price	Amount
		County's advance deposit	$40,370.00	
		Amount previously transferred	31,870.00	
				$8,500.00
		County's share of costs	$40,160.32	
		Amount previously transferred	31,870.00	
				$8,290.32
(NOTE: Please send copy of itemized statement with remittance)		Refund due County		$ 209.68

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 40,370.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 31,870.00

Give the number of the last previous request in connection with this same service. cc-1471, 1472, 1609, 1610

Credit distribution: 505-1916-297 $ 720.00
" 1917 " 450.00
" 1918 " 1,000.00
" 1069 " 38,200.00

Submitted by:

Harold Reynolds
Harold Reynolds

Approved:

Regional Engineer

Approved:

Gerald W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE:

County Columbia Contract No. 8300 Date Completed 6-22-76

FAS _____ Section _____

PAYMENTS TO CONTRACTOR

	ITEM			TOTAL COST
FAS 689	Beaver Creek (Old. Col. River Road) Bridge			
FAS 816	Milton Creek (Pittsburg-St. Helens Rd.) Bridges			
FAS 854	Beaver Creek (McDonald Road) Bridge			
FAS 689	Payment to Contractor			
	Engineering	P.E.	(Fed. part.)	$ 89,271.96
		Const.		1,340.48
	Equal Opportunity			10,507.41
		TOTAL		15.90
			(Fed. part.)	$101,135.75
	Payment to Contractor			
	Engineering	P.E.	(Non. part.)	$ 48.15
		Const.		9.23
		TOTAL		137.77
	TOTAL COST		(Non. part.)	$ 195.15
				$101,330.90
	Federal Funds Collected		Pre. Engineering	$ 1,048.26
			Const. Engineering	78,039.90
FAS 854	Payment to Contractor			
	Engineering	P.E.	(Fed. part.)	$ 68,085.48
		Const.		2,125.99
	Equal Opportunity			11,696.11
		TOTAL		134.89
	Engineering-Construction		(Fed. part.)	$ 82,042.47
	TOTAL COST		(Non. part.)	44.55
				$ 82,087.02
	Federal Funds Collected		Pre. Engineering	$ 1,755.18
			Const. Engineering	62,402.03
FAS 816	Payment to Contractor			
	Engineering	P.E.	(Fed. part.)	$148,071.24
		Const.		3,955.02
	Equal Opportunity			22,210.69
		TOTAL		135.98
	Engineering	P.E.	(Fed. part.)	$174,372.93
		Const.	(Non. part.)	200.21
				747.34
		TOTAL		$ 947.55
				$175,320.48

Reference: Billing Form CC 1775

Federal Funds Collected	PE	3,172.39
	Construction	133,187.25
Total Federal Participation		357,551.15
Total Federal Funds Collected		279,605.01
Total Non-Participating		1,187.25
Total Cost of 4 Bridges		358,738.40

Per agreements, county share of these bridge costs are as follows:

½($357,551.15 -$279,605.01) + $1,187.25 = $40,160.32

County Advance Deposit	$40,370.00
County share of Const. costs	40,160.32
	209.68

Refund due County

Reference-Billing form #cc 1775

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

FAS 854

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Beaver Creek (McDonald Road) Bridge					
	Columbia County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering (State Forces)		All Required		$ 149.88	
	Oregon Br. Engr'ng Co. (Consultant)		All Required		$ 1,626.11	
	Total Preliminary Engineering Cost				$ 1,776.99	1894.48
	Construction					
	Type Code X080					
	Structure (Br. No. 13645)(M.P. 0.03)(Contr. No. 8300)		Lump Sum		$ 68,085.48	
	Final Contract Payment Summary				$ 68,085.48	
	Total Construction Cost					
	Construction Engineering					
	State		All Required		$ 5,201.29	
	Work by Oregon Bridge Engineering Co.		All Required		5,794.82	
	Total Construction Engineering Cost				$ 11,696.11	
	Miscellaneous Project Costs					
	Audit Expense (P.E.)		All Required		118.49	
	Audit Expense (Constr.)		All Required		3.79	
	Equal Opportunity Program Expense		All Required		12.61	
	Total Miscellaneous Project Costs				$ 134.89	
	Total Participating Cost				$ 81,692.47	
	Nonparticipating Items					
	Construction Engineering		All Required		$ 44.55	
	Total Nonparticipating Cost				$ 44.55	
				Total Cost	$ 81,737.02	

Prepared based on costs shown on
Federal Billing as of 4-25-77

Federal Funds Collected
P.E. 1481.48
Const. [illegible]
Total [illegible]

AMOUNT CARRIED FORWARD

GPO 861-096

S 8057

GPO 861-096

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
					FAS 816	
	Milton Creek Bridges Columbia County					
C	**Preliminary Engineering**					
	Type Code P.E.					
	Preliminary Engineering(State Forces)	All Required			$ 44.09	
	Oregon Br. Engineering Co.(consultant)	All Required			3,110.93	3256.76
	Total Preliminary Engineering Cost				$3,155.02	
	Construction					
	Type X080					
	Structure(Br.No.13691)(M.P.8.18) Contract No.8300)					
	Final Contract Payment Summary	Lump Sum			$2,419.07	
			Subtotal		$92,419.07	
	Type Code X080					
	Structure (Br.No 13692)(M.P.3.96)					
	Final Contract Payment Summary	Lump Sum			55,652.17	
			Subtotal		55,652.17	
	Total Construction Cost				$148,071.24	
	Construction Engineering					
	State	All Required			9,839.46	
	Work by Oregon Br.Engineering Co.	All Required			12,372.23	
	Total Construction Engineering Cost				$22,210.69	
	Miscellaneous Project Costs					
	Audit Expense (P.E.)	All Required			101.74	
	Audit Expense (Constr.)	All Required			7.92	
	Equal Opportunity Program Expense	All Required			26.32	
	Total Miscellaneous Project Costs				135.98	
	Total Participation Cost				$173,572.93	
	Nonparticipating Item					
	Construction Engineering	All Required			947.55	
	Total Nonparticipating Cost				$ 947.55	
			Total Cost		$174,520.48	
	Prepared based on costs shown on Federal Billing as of 10-31-77					
	Federal funds Allotted PE. 21,796.76 Const. 133,937.25					
	135,734.3					
	AMOUNT CARRIED FORWARD					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
				FAS	689	
	Beaver Bridge Section					
	Columbia County					
	Preliminary Engineering					
	Type Code P.E					
	Preliminary Engineering	All Required			$ 1,340.48	
	Total Preliminary Engineering Cost				$ 1,340.48 ✓	1349.71
	Construction					
	Type Code X080					
	Structures(B.C.No. 3128)(M.P. 6.04)(Contr. No. 8300)					
	Final Contract Payment Summary	Lump Sum			89,271.96	
	Total Construction Cost				$ 89,271.96 ✓	
	Construction Engineering					
	State	All Required			$ 4,603.91	
	Work by Oregon Br. Engineering Co.	All Required			5,898.72	
	Total Construction Engineering Cost				$ 10,502.63 ✓	
	Miscellaneous Project Costs					
	Audit Expense	All Required			$ 4.78 ✓	
	Equal Opportunity Program Expense	All Required			15.90	
	Total Miscellaneous project costs				$ 20.68	
	Total Participating Cost				$101,135.75	
	Nonparticipating Items					
	Interest Paid to Contractor	All Required			48.15	
	Construction Engineering	All Required			137.77	
	Preliminary Engineering	All Required			9.23 ✓	
	Total Nonparticipating Cost				$ 195.15	
		Total Cost			$101,330.90	

Prepared based on costs shown on Federal Billing as of 9-22-77

Federal funds Collected

P.E. 1,048.26

Const. 78,030.90

79,079.16

AMOUNT CARRIED FORWARD

S 8057

GPO 861-096

SECTION MILTON CREEK AND BEAVER CREEK BRIDGES

HIGHWAY FAS 564 S16 AND 554

COUNTY COLUMBIA

TYPE WORK GRADING PAVING AND STRUCTURES

SPECIFIED COMPLETION	EXTENSION	APPROVED	USED
A) 240 CD			235 CD
B)			
C)			

CONTRACTOR A K LUNDMARK & SON, INC

CONTRACT NO
F.A.P. RS
RS
PREFIX S
AWARDED 1
ESTIMATE NO.
F

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/22/76 QUANTITY	PERFORMED TO DATE 06/22/76 AMOUNT	TO C QUANTIT
001	MOBILIZATION	LUMP SUM	5000000	25000	125000	25000	125000	25000	125000	
001	MOBILIZATION	LUMP SU	5000000	25000	125000	25000	125000	25000	125000	
001	MOBILIZATION	LUMP SUM	5000000	50000	250000	50000	250000	50000	250000	
	ITEM TOTAL	001		100000	500000	100000	500000	100000	500000	
002	TEMPORARY PROTECTION AND DIRECT TRAFFIC LUMP SUM		3000000	100000	300000	100000	300000	100000	300000	
003	TEMPORARY SIGNS	S. FT	50000	142000	71000	142000	71000	142000	71000	
004	CONTI REFLECTORIZED	LIN FT	50000	500000	350000	525000	315000	525000	315000	
005	TEMPORARY BRIDGE RAIL	LIN FT	50000	100000	60000	100000	60000	100000	60000	
006	FLAGGING	HOURS	100000	40000	40000	21500	21500	21500	21500	
00599	ROAD ORA									
007	EMBANKMENT IN PLACE	CU YDS	80000	100000	80000	311510	249208	311510	249208	

...REEK AND BEAVER CREEK BRIDGES

...816 AND 954

...PAVING AND STRUCTURES

SPECIFIED COMPLETION	EXTENSION	APPROVED	USED
A) 240 CD			235 CD
B)			
C)			

CONTRACT NO. 5300 WO:
F.A.P. RS 0601001
RS 0381002
PREFIX 505 1069
AWARDED 10 21 75 ESTIMATE OF COST
ESTIMATE NO. 010
FINAL

CONTRACTOR A K LUNDMARK & SON, INC

ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/22/76 QUANTITY	PERFORMED TO DATE 06/22/76 AMOUNT	TO COMPLETE 06/22/76 QUANTITY	TO COMPLETE 06/22/76 AMOUNT	GROUP PORN	C
...ION	LUMP SUM	5000000	25000	125000	25000	125000	25000	125000			1P	
...ION	LUMP SUM	5000000	25000	125000	25000	125000	25000	125000			2P	
...ION	LUMP SUM	5000000	50000	250000	50000	250000	50000	250000			3P	
L	VOL		100000	500000	100000	500000	100000	500000				
...PROTECTION INC ...FFIC LUMP SUM		3000000	100000	300000	100000	300000	100000	300000			3P	
SIGNS	SQ FT	50000	142000	71000	142000	71000	142000	71000			3P	
L TRAFF BARR ...IZED	LIN FT	50000	500000	350000	525000	315000	525000	315000			3P	
BRIDGE RAIL	LIN FT	50000	100000	60000	100000	60000	100000	60000			3P	
	HOURS	100000	40000	40000	21500	21500	21500	21500			3P	
											3P	
T IN PLACE	CU YDS	50000	100000	60000	311510	249208	311510	249208			1P	

[redacted] FAS 689 610 AND 554

[redacted]TY COLUMBIA

TYPE WORK GRADING PAVING AND STRUCTURES

SPECIFIED COMPLETION A) 240 CD B) C)

EXTENSION

APPROVED

USED 235 CD

CONTRACT NO

F.A.P. [redacted] KS

[redacted] KS

PREFIX 50

AWARDED 10

ESTIMATE NO [redacted] FI

CONTRACTOR A K LUNDMARK & SON, INC

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/22/76 QUANTITY	PERFORMED TO DATE 06/22/76 AMOUNT	TO C QUANTITY
007	EMBANKMENT IN PLACE CU YDS	80000	335000	268000	89110	71288	89110	71288	
007	EMBANKMENT IN PLACE CU YDS	80000	355000	284000	442660	354128	442660	354128	
	ITEM TOTAL 007		790000	632000	843380	674704	843380	674704	
008	WATERING M-GALS	100000	10000	10000					
008	WATERING M-GALS	100000	14000	14000					
008	WATERING M-GALS	100000	16000	16000					
	ITEM TOTAL 008		40000	40000					
009	1" - 0 AGGREGATE BASE CU YDS	100000	340000	340000	506900	506900	506900	506900	
009	1" - 0 AGGREGATE BASE CU YDS	100000	425000	425000	457200	457200	457200	457200	
009	1" - 0 AGGREGATE BASE CU YDS	100000	485000	485000	1171200	1171200	1171200	1171200	
	ITEM TOTAL 009		1250000	1250000	2135300	2135300	2135300	2135300	
010	CLASS C ASPHALT CONCRETE TONS	320000	275000	880000	253940	812608	253940	812608	
010	CLASS C ASPHALT CONCRETE TONS	320000	275000	880000	310800	994560	310800	994560	

...LEN AND SLAVE CREEK PROJECT

610 AND 554

PAVING AND STRUCTURES

SPECIFIED COMPLETION
A) 240 CD
B)
C)

EXTENSION

APPROVED

USED
235 CD

CONTRACTOR A R LUNDMARK & SON, INC

...NO. 0300
F.A.P. KS 0601001
KS 0381002
PREFIX 505 1069
AWARDED 10 21 75
ESTIMATE NO. 010
FINAL

ESTI... OF CO...

ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/22/76 QUANTITY	PERFORMED TO DATE 06/22/76 AMOUNT	TO COMPLETE 06/22/76 QUANTITY	TO COMPLETE 06/22/76 AMOUNT	GROUP PORN
...T IN PLACE CU YDS	80000	335000	268000	89110	71288	89110	71288			2P
...T IN PLACE CU YDS	80000	355000	284000	442660	354128	442660	354128			3P
...L 007		790000	632000	843380	674704	843380	674704			
... M-GALS	100000	10000	10000							1P
... M-GALS	100000	14000	14000							2P
... M-GALS	100000	16000	16000							3P
...L 008		40000	40000							
...GREGATE BASE CU YDS	100000	340000	340000	506900	506900	506900	506900			1P
...GREGATE BASE CU YDS	100000	425000	425000	457200	457200	457200	457200			2P
...GREGATE BASE CU YDS	100000	485000	485000	1171200	1171200	1171200	1171200			3P
...L 009		1250000	1250000	2135300	2135300	2135300	2135300			
...SPHALT CONCRETE TONS	320000	275000	880000	253940	812608	253940	812608			1P
...SPHALT CONCRETE TONS	320000	275000	880000	310800	994560	310800	994560			2P

[redacted]LTON CREEK AND BEAVER CREEK BRIDGES

[redacted] FAS 685 816 AND 854

[redacted]TY COLUMBIA

TYPE WORK GRADING PAVING AND STRUCTURES

SPECIFIED COMPLETION	EXTENSION	APPROVED	USED	CONTRACT NO
A) 240 CD			235 CD	F.A.P. RS
B)				RS
C)				PREFIX SJ
				AWARDED 10
CONTRACTOR A K LUNDMARK & SON, INC				ESTIMATE NO F1

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/22/16 QUANTITY	PERFORMED TO DATE 06/22/16 AMOUNT	TO CO QUANTITY
010	CLASS C ASPHALT CONCRETE TONS	320000	470000	1504000	469580	1506656	469580	1506656	
	ITEM TOTAL 010		1020000	3264000	1054320	3373824	1054320	3373824	
011	12-INCH CULVERT PIPE LIN FT	180000	40000	72000	40000	66400	40000	66400	
012	GUARD RAIL TYPE 2A LIN FT	170000	200000	340000	200000	340000	200000	340000	
012	GUARD RAIL TYPE 2A LIN FT	170000	375000	637500	375000	637500	375000	637500	
	ITEM TOTAL 012		775000	1317500	775000	1317500	775000	1317500	
013	GUARD RAIL ANCHORS TYPE 1 ONLY	5000000	4000	200000	4000	200000	4000	200000	
013	GUARD RAIL ANCHORS TYPE 1 ONLY	5000000	4000	200000	4000	200000	4000	200000	
013	GUARD RAIL ANCHORS TYPE 1 ONLY	5000000	8000	400000	8000	400000	8000	400000	
	ITEM TOTAL 013		16000	800000	16000	800000	16000	800000	
014	RAIL END PIECES TYPE C ONLY	1500000	4000	60000	4000	60000	4000	60000	

ND BEAVER CREEK BRIDGES

D 854

G AND STRUCTURES

SPECIFIED COMPLETION	EXTENSION	APPROVED	USED
A) 240 CD			235 CD
B)			
C)			

CONTRACT NO. 6300
F.A.P. RS 0601001
RS 0381002
PREFIX 505 1069
AWARDED 10 21 75
ESTIMATE NO 010
FINAL

CONTRACTOR A K LUNDMARK & SON, INC

ME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/22/76 QUANTITY	PERFORMED TO DATE 06/22/76 AMOUNT	TO COMPLETE 06/22/76 QUANTITY	TO COMPLETE 06/22/76 AMOUNT	GROUP POR Z	C
CONCRETE TONS	320000	470000	1504000	469580	1506656	469580	1506656			3P	
010		1020000	3264000	1054320	3373824	1054320	3373824				
PIPE LIN FT	180000	40000	72000	40000	66400	40000	66400			2P	
E 2A LIN FT	170000	200000	340000	200000	340000	200000	340000			1P	
E 2A LIN FT	170000	200000	340000	200000	340000	200000	340000			2P	
L 2A LIN FT	170000	375000	637500	375000	637500	375000	637500			3P	
012		775000	1317500	775000	1317500	775000	1317500				
CHORS TYPE 1 ONLY	5000000	4000	200000	4000	200000	4000	200000			1P	
CHORS TYPE 1 ONLY	5000000	4000	200000	4000	200000	4000	200000			2P	
CHORS TYPE 1 ONLY	5000000	8000	400000	8000	400000	8000	400000			3P	
013		16000	800000	16000	800000	16000	800000				
ES TYPE C ONLY	1500000	4000	60000	4000	60000	4000	60000			1P	

[redacted]ETON CREEK AND BEAVER CREEK BRIDGES

FAS 669 815 AND 854

[redacted]TY COLUMBIA

TYPE WORK GRADING PAVING AND STRUCTURES

SPECIFIED COMPLETION
A) 240 CD
B)
C)

EXTENSION

APPROVED

USED 235 CD

CONTRACT NO
F.A.P. KS 06
KS 03
PREFIX 505 1
AWARDED 10 21
ESTIMATE NO. FINAL

CONTRACTOR A K LUNDMARK & SONS INC

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/22/76 QUANTITY	PERFORMED TO DATE 06/22/76 AMOUNT	TO COMP 06 QUANTITY
014	RAIL END PIECES TYPE C ONLY	1500000	4000	60000	4000	60000	4000	60000	
014	RAIL END PIECES TYPE C ONLY	1500000	8000	120000	8000	120000	8000	120000	
	ITEM TOTAL 014		16000	240000	16000	240000	16000	240000	
015	RAIL END PIECES END SHOES ONLY	1000000	4000	40000	4000	40000	4000	40000	
015	RAIL END PIECES END SHOES ONLY	1000000	4000	40000	4000	40000	4000	40000	
015	RAIL END PIECES END SHOES ONLY	1000000	8000	80000	8000	80000	8000	80000	
	ITEM TOTAL 015		16000	160000	16000	160000	16000	160000	
0150	STRUCTURES								
016	BRIDGE REMOVAL WORK LUMP SUM	112000000	25000	280000	25000	280000	25000	280000	
016	BRIDGE REMOVAL WORK LUMP SUM	112000000	25000	280000	25000	280000	25000	280000	
016	BRIDGE REMOVAL WORK LUMP SUM	112000000	50000	560000	50000	560000	50000	560000	
	ITEM TOTAL 016		100000	1120000	100000	1120000	100000	1120000	
017	STRUCTURE EXCAVATION C[illegible] Y[illegible]								

...AVER CREEK BRIDGES

...04

...D STRUCTURES

SPECIFIED COMPLETION	EXTENSION	APPROVED	USED
A) 240 CD			235 CD
B)			
C)			

CONTRACTOR A K LUNDMARK & SON, INC

CONTRACT NO. 6300
F.A.P. KS 0601001
KS 0381002
PREFIX 505 1069
AWARDED 10 21 75
ESTIMATE NO. 010
FINAL

...UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/22/76 QUANTITY	PERFORMED TO DATE 06/22/76 AMOUNT	TO COMPLETE 06/22/76 QUANTITY	TO COMPLETE 06/22/76 AMOUNT	GROUP PCN	C...
...E C	1500000	4000	60000	4000	60000	4000	60000			2P	
...E C	1500000	8000	120000	8000	120000	8000	120000			3P	
		16000	240000	16000	240000	16000	240000				
...SHOES	1000000	4000	40000	4000	40000	4000	40000			1P	
...SHOES ...Y	1000000	4000	40000	4000	40000	4000	40000			2P	
...SHOES ...Y	1000000	8000	80000	8000	80000	8000	80000			3P	
		16000	160000	16000	160000	16000	160000				
										3P	
...K ...P SUM	112000000	25000	280000	25000	280000	25000	280000			1P	
...K ...P SUM	112000000	25000	280000	25000	280000	25000	280000			2P	
...K ...P SUM	112000000	50000	560000	50000	560000	50000	560000			3P	
...S		100000	1120000	100000	1120000	100000	1120000				
...ION ...YS											

...LTON CREEK AND BEAVER CREEK BRIDGES

FAS 685 610 AND 654

...NTY COLUMBIA

TYPE WORK GRADING PAVING AND STRUCTURES

SPECIFIED COMPLETION	EXTENSION	APPROVED	USED
A) 240 CD			235 CD
B)			
C)			

CONTRACT NO.
F.A.P. RS 060
RS 038
PREFIX 505 10
AWARDED 10 21
ESTIMATE NO.
FINAL

CONTRACTOR A K LUNDMARK & SON, INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/22/76 QUANTITY	PERFORMED TO DATE 06/22/76 AMOUNT	TO COMPL 06/ QUANTITY	TO COMPL 06/ A
017	STRUCTURE EXCAVATION	CU YDS	200000	65000	130000	41750	83500	41750	83500		
017	STRUCTURE EXCAVATION	CU YDS	200000	235000	470000	191170	382340	191170	382340		
	ITEM TOTAL	017		340000	680000	271620	543240	271620	543240		
018	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	50000000	25000	125000	25000	125000	25000	125000		
018	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	50000000	25000	125000	25000	125000	25000	125000		
018	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	50000000	50000	250000	50000	250000	50000	250000		
	ITEM TOTAL	018		100000	500000	100000	500000	100000	500000		
	FURNISH 14-IN PRESTRESSED CONCRETE PILING	LIN FT	85000	110000	935000	110000	935000	110000	935000		
019	FURNISH 14-IN PRESTRESSED CONCRETE PILING	LIN FT	85000	66000	561000	66000	561000	66000	561000		
	ITEM TOTAL	019		176000	1496000	176000	1496000	176000	1496000		
020	FURNISH HP 10X42 STEEL PILING	LIN FT	80000	102000	816000	103000	824000	103000	824000		
021	DRIVE PRESTRESSED CONCRETE PILES	LIN FT	60000	100400	602400	88600	531600	88600	531600		

EK AND BEAVER CREEK BRIDGES

O AND 354

VING AND STRUCTURES

SPECIFIED COMPLETION
A) 240 CD
B)
C)

EXTENSION

APPROVED

USED
235 CD

CONTRACT NO. 8300
F.A.P. RS 0601001
RS 0381002
PREFIX 505 1069
AWARDED 10 21 75
ESTIMATE NO. 010
FINAL

WO

ESTIM
OF CO

CONTRACTOR A K LUNDMARK & SON, INC

M NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/22/76 QUANTITY	PERFORMED TO DATE 06/22/76 AMOUNT	TO COMPLETE 06/22/76 QUANTITY	TO COMPLETE 06/22/76 AMOUNT	GROUP POR	Q
EXCAVATION CU YDS	2000	65000	130000	41750	83500	41750	83500			2P	
EXCAVATIO CU YDS	2000	235000	470000	191170	382340	191170	382340			3P	
017		340000	680000	271620	543240	271620	543240				
LE DRIVING LUMP SUM	5000000	25000	125000	25000	125000	25000	125000			1P	
LE DRIVING LUMP SUM	5000000	25000	125000	25000	125000	25000	125000			2P	
LE DRIVING LUMP SU	5000000	50000	250000	50000	250000	50000	250000			3P	
018		100000	500000	100000	500000	100000	500000				
-IN PRESTRESSED PILINGLIN FT	85000	1100000	935000	1100000	935000	1100000	935000			1P	
-IN PRESTRESSED PILINGLIN FT	85000	660000	561000	660000	561000	660000	561000			2P	
019		1760000	1496000	1760000	1496000	1760000	1496000				
P 10X42 STEEL LIN FT	80000	1020000	816000	1030000	824000	1030000	824000			3P	
STRESSED PILES LIN FT	60000	1004000	602400	886000	531600	886000	531600			1P	

[redacted] RD 555 OVR MTC 554

[redacted]TY COLUMBIA

TYPE WORK GRADING PAVING AND STRUCTURES

A) 240 CO
B)
C)

235 CO

CONTRACTOR A R LUNDMARK & SONS, INC

PREFIX S
AWARDED 1
ESTIMATE NO F

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/22/16 QUANTITY	PERFORMED TO DATE 06/22/16 AMOUNT	TO C QUANTIT
021	DRIVE PRESTRESSED CONCRETE PILES LIN FT	60000	660000	396000	553000	331800	553000	331800	
	ITEM TOTAL 021		1654000	994400	1439000	863400	1439000	863400	
022	DRIVE STEEL PILES LIN FT	60000	102000	612000	1030000	618000	1030000	618000	
023	STRUCTURAL CONCRETE CLASS 3300 LUMP SUM	2400000000	22000	528000	22000	528000	22000	528000	
023	STRUCTURAL CONCRETE CLASS 3300 LUMP SUM	2400000000	15000	384000	16000	384000	16000	384000	
023	STRUCTURAL CONCRETE CLASS 3300 LUMP SUM	2400000000	62000	1488000	62000	1488000	62000	1488000	
	ITEM TOTAL 023		100000	2400000	100000	2400000	100000	2400000	
024	41' X 45'/50' PRESTRESSED SLABS ONLY	22200000	9000	1998000	9000	1998000	9000	1998000	
025	41' X 50'/55' PRESTRESSED SLABS ONLY	22000000	18000	3960000	18000	3960000	18000	3960000	
026	41' X 60'/65' PRESTRESSED SLABS ONLY	32000000	8000	2560000	8000	2560000	8000	2560000	
027	41' X 65'/70' PRESTRESSED SLABS ONLY	32500000	9000	2925000	9000	2925000	9000	2925000	
028	REINFORCEMENT LUMP SUM	68000000	23000	1564000	23000	1564000	23000	1564000	

A) 240 CD
B)
C)

235 CD

NS 0361002
PREFIX 505 1069
AWARDED 10 21 75
ESTIMATE NO. 010
FINAL

EST
OF C

PAVING AND STRUCTURES

CONTRACTOR A K LUNDMARK & SON, INC

ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/22/76 QUANTITY	PERFORMED TO DATE 06/22/76 AMOUNT	TO COMPLETE 06/22/76 QUANTITY	TO COMPLETE 06/22/76 AMOUNT	GROUP PORN	C
ESTRESSED PILES LIN FT	00000	663000	396000	553000	331800	553000	331800			2P	
AL 021		1664000	994400	1439000	863400	1439000	863400				
EEL PILES LIN FT	00000	1624000	812000	1030000	618000	1030000	618000			3P	
L CONCRETE 00 LUMP SUM	24000000	22000	528000	22000	528000	22000	528000			1P	
AL CONCRETE 500 LUMP SUM	24000000	15000	360000	16000	384000	16000	384000			2P	
AL CONCRETE 300 LUMP SUM	24000000	62000	1488000	62000	1488000	62000	1488000			3P	
T-L 023		100000	2400000	100000	2400000	100000	2400000				
1/50' PRESTRESSED ONLY	22200000	9000	1998000	9000	1998000	9000	1998000			3P	
1/55' PRESTRESSED ONLY	22000000	18000	3960000	18000	3960000	18000	3960000			1P	
1/65' PRESTRESSED ONLY	32000000	8000	2560000	8000	2560000	8000	2560000			2P	
51/70' PRESTRESSED ONLY	32500000	9000	2925000	9000	2925000	9000	2925000			3P	
RCEMENT LUMP SUM	68000000	23000	1564000	23000	1564000	23000	1564000			1P	

...ON STATE HIGHWAY DIVISION 09/24/76 PROGRES

...ILTON CREEK AND ...VER CREEK BRIDGES

FAS 689 (1) AND (4)

...NTY COLUMBIA

TYPE WORK GRADING PAVING AND STRUCTURES

SPECIFIED COMPLETION A) 240 0 B) C) | EXTENSION | APPROVED

CONTRACTOR A K LUNDMARK & SON, INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
028	REINFORCEMENT	LUMP SUM	68000000	10000	108800	10000	108800
028	REINFORCEMENT	LUMP SUM	68000000	61000	414800	61000	414800
	ITEM TOTAL 028			100000	680000	100000	680000
	TOTALS FOR ORIG. CONTRACT				2985190		3054288
	TOTALS ALL EXCEPT F.A.						3054288
	* TOTAL PAY COSTS				2985190		3054288
	ADD. ANTICIP. ITEMS						
94001	TEMPORARY EROSION CONTROL				100000		
94002	STATE RESPONSIB DAMAGES				100000		
94003	DETOUR SIGN SEWER CR BR				50000		
96999	CONTINGENCIES				1354586		
99999	ENGINEERING				2709171		4523900
	GRAND TOTALS				34165657		35066760

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER

03/24/76 **PROGRES** [illegible] 01 REVISED [illegible] 07

SPECIFIED COMPLETION 240 CD | EXTENSION | APPROVED | USED 235 CD

CONTRACT 8300 WORK DO
F.A.P. NO 0601001
NO 0381002
PREFIX 305 1069
AWARDED 10 21 75 ESTIMATE OF COMPL
ESTIMATE NO 010
FINAL

CONTRACTOR A K LUNDMARK & SON, INC

AL AUTHORIZATION		CORRECTED ESTIMATE		PERFORMED TO DATE 06/22/76		TO COMPLETE 06/22/76		GROUP PCRN	
TITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QU
16000	108800	16000	108800	16000	108800			2P	
61000	414800	61000	414800	61000	414800				
00000	680000	100000	680000	100000	680000			3P	
	29851900		30542868		30542868				
			30542868		30542868				
	29851900		30542868		30542868				
	100000							1P	
	100000							1P	
	50000							1P	
	1354586								
	2709171		4523900		4523900				
	34165657		35066768		35066768				

DIVISION ENGINEER ---------- DATE ----------

STATE OF OREGON

INTER OFFICE MEMO

TO: Vernon E. Skoog
Controller

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

DATE: August 1, 1977

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐

AUG 8 1977

TAA Reynolds File: PM FA LG OP

SUBJECT: Audit Report (desk)
Oregon Bridge Engineering Co.
Beaver Creek Bridge (Old Columbia Hwy.)
FAP#: RS-601(1)

DEFINITION STATEMENT

Reference to my audit report dated August 20, 1976, on Oregon Bridge Engineering Co. indicates that OSHD and Columbia County signed Agreements with OBEC to provide engineering on 3 bridges. That report covered audits of 2, Milton Creek and Beaver Creek #104. The third bridge project, Beaver Creek (Old Columbia Hwy.) was not indicated as complete and ready for audit at that time.

Consultant now indicates that the project was completed in March, 1976. His progress billing #6 was actually the final cost, though not so marked.

ANALYSIS

In view of the several prior audits at OBEC, particularly that of August 20, the cost aliocation procedures meet requirements for state and federal reimbrusement.

Consultant submitted 6 progress billings for total cost of $5,974.02, which was within authorized limits. Direct costs were reasonable. Fixed fee was billed per Agreement. Overhead was billed at the provisional rate of 89.86% also per Agreement. Actual overhead costs as computed for fiscal 1976 by CPA firm, Lee Coleman and Allen (Eugene), proved to be only 86.59%. This necessitates a cost reduction of $75.30. In the absence of retainage or any unpaid final billing on this project we must bill consultant for this over-charge.

CONCLUSION

Costs adjusted by desk audit to $5,898.72 are eligible for reimbursement by FHWA under FAP# RS-601(1).

OSHD will bill consultant for $75.30 and credit that amount to FHWA upon receipt.

The final settlement with Columbia County considering revised total project costs as well as County's advance deposits of $38,920 remains to be made.

DWJ:mm

cc: County-City
R.J. Hacek

Frank R Giffin

28-1367

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-191		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Columbia
MODIFICATION NUMBER 4	3 - - 7 1	Project Number RS-381(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 12 , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 171,071	$ 181,210
Federal funds	$ 133,759	$ 141,686
Other revisions		

This modification is made for the following reasons: To increase bid item quantities and increase construction engineering to 15%. No change in present additional funds under PL 94-30 in the amount of $29,849.60.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of March , 19 77 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

GEN. FILES

Oregon State Highway Division
Salem, Oregon March 21, 1977

Federal Aid Project
No. RS-381(2)

MILTON CREEK BRIDGES

CO. FAS. RTE. 816 IN COLUMBIA COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering		
Preliminary Engineering (State Forces)	All Required	$ 1,250.00
Oregon Bridge Engineering Co. (Consultant)	All Required	8,750.00
	TOTAL	$ 10,000.00
Subtotal on previous estimate of November 4, 1975		$141,913.00

Type Code X080
Structure (Br. No. 13691) (M.P. 8.18)

Previous Estimate			
Embankment in Place	175 cu.yd.	8.00	$ 1,400.00
1"-0 Aggregate Base	295 cu.yd.	10.00	2,950.00
Class "C" Asphalt Concrete	300 ton	32.00	9,600.00
Furnish HP 10x42 Steel Piling	840 lin.ft.	8.00	6,720.00
Drive Steel Piles	840 lin.ft.	6.00	5,040.00
			$ 25,710.00
Revised Estimate			
Embankment in Place	329 cu.yd.	8.00	$ 2,632.00
1"-0 Aggregate Base	790 cu.yd.	10.00	7,900.00
Class "C" Asphalt Concrete	307 ton	32.00	9,824.00
Furnish HP 10x42 Steel Piling	880 lin.ft.	8.00	7,040.00
Drive Steel Piles	880 lin.ft.	6.00	5,280.00
			$ 32,676.00
	Increase		6,966.00
	Subtotal		$148,879.00
	Engineering		22,331.00
	TOTAL		$171,210.00

Length of Structures (2) - - - - - - - - - 0.00 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 10,000.00	$ 7,818.00	$ 1,091.00	$ 1,091.00
Structures	171,210.00	133,868.00	18,671.00	18,671.00
TOTAL	$181,210.00	$141,686.00	$19,762.00	$19,762.00

Group 3 - 48%
Contract No.: 8300
Prefix: 505-1069

9300 STATE COPY 13

TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION | STATE

9300 15

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-130		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Columbia
MODIFICATION NUMBER 2	5-13-76 STATE COPY	Project Number RS-601(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 12 , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 106,286	$ 106,286
Federal funds	$ 83,104	$ 106,286
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed May 12, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 23,182."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May , 1976 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By H. W. Gruet
(Division Administrator)
For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 895-313

8 3 a a

STATE COPY

13

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
MONTHLY TRANSACTION NUMBER 11-91	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Columbia
PROJECT REPORT NUMBER	11-11-75	PROJECT NUMBER RS-601(1)
MODIFICATION NUMBER		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,500.00	$ 106,286.00
Federal funds	$ 5,050.00	$ 83,104.00
Other revisions		

This modification is made for the following reasons:

To include the contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of November, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E D Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for G. L. Green

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division
Salem, Oregon, November 4, 1975

Federal-Aid Project
No. RS-601(1)

BEAVER BRIDGE SECTION
COUNTY FAS 689 IN COLUMBIA COUNTY

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering (State Forces)	All Required		$ 500.00
Oregon Bridge Engineering Co. (Consultant)	All Required		6,000.00
	Total		$ 6,500.00

Type Code X080
Structure (Br. No. 3128)(M.P. 6.04)

Mobilization	All Required (25%)		$ 1,250.00
Embankment In Place	100 cu.yd.	8.00	800.00
Watering	10 M-gal.	10.00	100.00
1"-0 Aggregate Base	340 cu.yd.	10.00	3,400.00
Class "C" Asphalt Concrete	275 ton	32.00	8,800.00
Guard Rail, Type 2A	200 lin.ft.	17.00	3,400.00
Guard Rail Anchors, Type 1	4 only	500.00	2,000.00
Rail End Pieces, Type C	4 only	150.00	600.00
Rail End Pieces, End Shoes	4 only	100.00	400.00
Bridge Removal Work	All Required (25%)		2,800.00
Structure Excavation	40 cu.yd.	20.00	800.00
Furnish Pile Driving Equipment	All Required (25%)		1,250.00
Furnish 14-inch Prestressed Concrete Piling	1,100 lin.ft.	8.50	9,350.00
Drive Prestressed Concrete Piles	1,004 lin.ft.	6.00	6,024.00
Structural Concrete, Class 3300 (46 c.y.)	All Required (22%)		~~5,280.00~~ 528.00
4'x50'/55' Prestressed Slabs	18 only	2,200.00	39,600.00
Reinforcement (5,200 lb.)	All Required (23%)		1,564.00
			$ 87,418.00

Anticipated Items

Temporary Erosion Control (EW)	All Required (25%)		250.00
Detour Signing (EW)	All Required (50%)		250.00
			$ 500.00
	Subtotal		$ 87,918.00
	Engineering		11,868.00
	Total		$ 99,786.00

Length of Structure - - - - 0.019 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 6,500.00	$ 5,082.00	$ 709.00	$ 709.00
Structure	99,786.00	78,022.00	10,882.00	10,882.00
Total	$106,286.00	$83,104.00	$11,591.00	$11,591.00

Group 1 - 29%
Contract No. 8300
Prefix - 505-1069
505-1916

BEAVER BRIDGE SECTION
COUNTY FAS 689 IN COLUMBIA COUNTY

Nonparticipating State Work

State Responsibility for Damages	All Required	$ 1,000.00

8300

STATE COPY

43

Form Approved; O.M.B. No. 04-R2060

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-119	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-12-75	STATE Oregon COUNTY Columbia PROJECT NO. RS-601(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2 mi. N.E. of Clatskanie

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-22-75	0.04
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,500	$ 5,050

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Benton

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
For G. L. Green *(Division Engineer)*

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 6, 1975

Federal Aid Project
No. RS-601(1)

Beaver Bridge Section
Co. FAS Rt. 689 In Columbia County

Project Agreement Estimate.
Type Code P.E.
Preliminary Engineering

Preliminary Engineering (State Forces)	All Required	$ 500.00
Oregon Bridge Engineering Co. (Consultant)	" "	6,000.00
	TOTAL	$6,500.00

Length of Project - - 0.04 mile

Federal Funds	$5,050.00
State Funds	725.00
County Funds	725.00
TOTAL	$6,500.00

Group 1 - 100%
Prefix: 505-1916

8300

45

September 28, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On September 24, 1976, we wrote to you concerning release of final payment on Contract No. 8300 awarded to A. K. Lundmark & Son, Inc., for work on the Milton Creek and Beaver Creek Bridges Section of FAS 689, 816 and 854 in Columbia County.

Final payment on this contract is $2,293 and the total contract amount is $305,428.68. No work was performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

sr

cc A. K. Lundmark & Son, Inc.
Wall Street
Colton, OR 97017

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

FAS 8164 J
FAS 855
Col Co

STATE OF OREGON INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: August 20, 1976

FROM: Dettmar W. Jones
Staff Auditor DWJones

SUBJECT: Audit Report
Oregon Bridge Engineering Co.
Milton Creek Bridges (2), RS 381 (2)
Beaver Creek Bridge #104, RS 394 (2)

DEFINITION STATEMENT

OSHD and Columbia County entered into a series of Agreements under which a consultant, Oregon Bridge Engineering Co., was to provide preliminary and construction engineering concurrently on the 3 referenced bridges. FHWA authorization was effective September 8, 1975. The maximum cost was not to exceed $24,150.

Consultant submitted 9 progress billings and a final bill, all of which were approved prior to payment by both Columbia County and OSHD engineers.

FHWA required an audit of project costs, so this was done before the final payment. The Agreements did not provide for any retainage.

ANALYSIS

On August 5, 1976, I met with consultant personnel at their Springfield office to examine supporting documentation of project costs. Previous audits had established the procedures for cost allocation and the required records. Consultant had made no changes in their systems. Daily Time Sheets supported all man-hour charges. Likewise, pickup mileage and transit charges were recorded by the user. Travel Expense Reports supported additional mileage for private car usage, plus all travel charges.

Another major cost, fixed fee, was paid per Agreement in 2 instalments.

The provisional overhead rate, 89.86%, was a reasonable estimate based upon historical costs when the project was planned in 1974. Actual overhead costs as computed for fiscal 1975 by the CPA, Lee, Coleman and Allen (Eugene), proved to be only 86.59%. This necessitated a reduction of $324.51 in labor overhead charges.

RECEIVED
COUNTY & CITY SECTION
AUG 24 1976
☑ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

81-129-1367

TO: Vernon E. Skoog (cont.)

CONSLUSION

I recommend the following:

1. Payment of final costs to consultant, $2,802.07 less the audit adjustment of $324.51, for a net of $2,477.56.
2. Claim reimbursement from FHWA of total project costs, $22,904.09.
3. Charge FA projects RS 381 (2) $15,483.16
   RS 394 (2) 7,420.93

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

cc: County-City ✓
R. J. Hacek

8300

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Columbia County
Board of Commissioners
Courthouse
St. Helens, OR 97051

Attention of Sam Hollinger
Roadmaster

Request No. (assigned by staff engineer or head of division) cc 1610

Date August 17, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $38,200.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the Beaver Creek Bridge on FAS 689, Beaver Creek Bridge on FAS 854 and the two Milton Creek Bridges on FAS 816.		
		Covered by agreements dated 10/30/74 and 12/18/74		$30,200.00
		To be retained		$ 8,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $38,200.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
505-1069-297

Submitted by:
Harold Reynolds
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Columbia County
Board of Commissioners
Courthouse
St. Helens, OR 97051

Attention of Sam Hollinger
Roadmaster

Request No. (assigned by staff engineer or head of division) CC 1610

Date August 17, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction — Advance Deposit $38,200.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the Beaver Creek Bridge on FAS 689, Beaver Creek Bridge on FAS 854 and the two Milton Creek Bridges on FAS 816. Covered by agreements dated 10/30/74 and 12/18/74 (agrees #5307)	Proj approval date	$30,200.00
		To be retained (9/25/75)		$ 8,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $38,200.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
505-1069-297

Submitted by:
Harold Reynolds
Harold Reynolds

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the invoice is to be prepared [illegible]

8300

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
SP*7284

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Columbia County
Board of Commissioners
Courthouse

St. Helens, OR 97051

Attention of Sam Hollinger
Roadmaster

Request No. (assigned by staff engineer or head of division) CC 1609

Date August 17, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering — Advance Deposit $720.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the bridge over Beaver Creek on FAS 689 Covered by agreement dated 10/30/74		$520.00
		To be retained		$200.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $720.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
505-1916-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the

8300

TO Dick Hacek Attn: Charles Barrett
Finance

August 13, 1976

FROM George N. Hopkins
Local Gov't Programs Engineer

[redacted]
Beaver Creek Bridge, FAS 754-RS-394(2)
Columbia County

These costs were billed to the Oregon Bridge Engineering Company, by invoice #119951, but should have been charged to the preliminary engineering prefixs for each of the subject projects.

Would you please cancel this invoice and make the cost transfers.

HR:dp

Attachments

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

FORM A-87 (REV. 8-71)

REQUEST FOR TRANSFER OF COST DISTRIBUTION

FROM: Program Management

ADDRESS: Highway Bldg. Room 203

TO: ACCOUNTING SECTION—

DATE OF REQUEST: August 13, 1976

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER)

DATE OF ORIGINAL DOCUMENT

VENDOR'S NAME

DATE OF VENDOR'S INVOICE

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT	CREDIT DISTRIBUTION	CREDIT AMOUNT
		Transfer from Invoice #119951	7819-594-632	1,481 20	505-1918-926	1,481 20
		TOTAL		1,481 20		1,481 20

(FOR ACCOUNTING SECTION USE ONLY)

ORIGINAL CHARGE ON VOUCHER

REASON FOR THIS REQUEST:

Transfer of costs to the P.E. prefix for the two Milton Creek Bridges on FAS 816 in Columbia County

PREPARED BY:

Harold Reynoldson

Harold Reynoldson

APPROVED:

George N. Hopkins

George N. Hopkins

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

HM A-87 (REV. 8-71)

FROM: Program Management

ADDRESS: Highway Bldg. Room 203

TO: ACCOUNTING SECTION—

DATE OF REQUEST: August 13, 1976

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER)

DATE OF ORIGINAL DOCUMENT

VENDOR'S NAME

DATE OF VENDOR'S INVOICE

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT		CREDIT DISTRIBUTION	CREDIT AMOUNT	
		Transfer from invoice #119951	7819-594-632	740	60	505-1917-926	740	60
		TOTAL		740	60		740	60

(FOR ACCOUNTING SECTION USE ONLY)

ORIGINAL CHARGE ON VOUCHER

REASON FOR THIS REQUEST.

Transfer of costs to the P.E. prefix for the Beaver Creek Bridge on FAS 854 in Columbia County

PREPARED BY:

Harold Reynoldson

Harold Reynoldson

APPROVED:

George Hopkins

George Hopkins

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 119951

FORM 81-734-1150

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-25-76	CA 2361	--

CREDIT DISTRIBUTION

7819-594-632

ØRBRIGE

- Oregon Bridge Engineering Co.
- Attn.: L. F. Pierce, Chief Design Engineer
- P. O. Box 72
- Springfield, OR 97477

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Costs incurred by OSHD in the test borings of the following bridges per request in your letter of April 22, 1975:			
Milton Creek Bridges FAS 816 Project RS-381(2) Beaver Creek Bridge FAS 854 Project RS-394(2) Columbia County			
This is the first and final billing.			
Salaries and Wages		$1,349.52	
Travel, meals, lodging, misc.		249.75	
Rent of Equipment		372.75	
Printing and Reproduction		6.01	
Blueprint Services		2.82	
Bridge Section Services 12-90		240.96	
Amount Du e----------			$2,221.81

RECEIVED
COUNTY & CITY SECTION
JUL 19 1976
ENGR. COOR. DE AE UE

H STATE VISION

FORM 81-734-1130

HIGHWAY DIVISION INVOICE

NO. 119951

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-25-76	CA 2361	--	7819-594-632

ORBRIGE

- Oregon Bridge Engineering Co.
- Attn.: L. F. Pierce, Chief Design Engineer
- P. O. Box 72
- Springfield, OR 97477

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Costs incurred by OSHD in the test borings of the following bridges per request in your letter of April 22, 1975:			
Milton Creek Bridges FAS 816 Project RS-381(2) Beaver Creek Bridge FAS 854 Project RS-394(2) Columbia County	1976		
This is the first and final billing.			
Salaries and Wages		$1,349.52	
Travel, meals, lodging, misc.		249.75	
Rent of Equipment		372.75	
Printing and Reproduction		6.01	
Blueprint Services		2.82	
Bridge Section Services		240.96	
Amount Du e----------			$2,221.81

RECEIVED
COUNTY & CITY SECTION
JUL 1 3 1976
☐ ENGR. ☐ COUR. ☐ UE ☐ AE ☐ UE

740.21

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

July 14, 1976

Mr. Jon Rose
Region Federal Aid Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Re: Milton & Beaver Creek Bridges

This billing, received July 14th, from the Highway Division, is not chargeable to this company but to the individual projects. Oregon Bridge requested the Oregon State Highway Division to do the work on behalf of Columbia County. Will you kindly take care of this matter.

Thank you,

Wally

W. A. Palmateer
General Manager

WAP:seb
enclosure

RECEIVED
COUNTY & CITY SECTION
JUL 19 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Hal Dunn PE

8300

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
Construction Engineer

DATE: August 11, 1976

FROM: R. D. Church
Contract Payments Engineer

SUBJECT: Request Contract Acceptance

Contract 8300 , Work Completed 6-22-76

Project Milton Creek & Beaver Creek Bridges

Highway FAS 689, 816 & 854

Count(y)(~~ies~~) Columbia

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

cc: Don Harwell
J. R. Oakes
Virgil Boyd
John Jenkins
Don Trout

83 cc

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-124		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Columbia
MODIFICATION NUMBER 2	5 13 75 STATE COPY	Project Number RS-381(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project		
Federal funds	$ 171,071	$ 171,071
Other revisions	$ 133,759	$ 171,071

This modification is made for the following reasons:
The Project Agreement executed May 12, 1975
is modified to increase Federal-aid participation to
100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $ 37,312."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C L Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By V V Cusick
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8.300 STATE COPY 75

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 11-145		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Columbia
MODIFICATION NUMBER: 1	11-19 75	Project Number: RS-381 (2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,000.00	$ 171,071.00
Federal funds	$ 7,800.00	$ 133,759.00
Other revisions		

This modification is made for the following reasons:

To include the contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of November, 19 75.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Administrator)

for: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 895-313

Oregon State Highway Division
Salem, Oregon, November 4, 1975

Federal-Aid Project
No. RS-381(2)

MILTON CREEK BRIDGES
CO. FAS RT. 816 IN COLUMBIA COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering

Preliminary Engineering (State Forces)	All Required	$ 1,250.00
Oregon Bridge Engineering Co. (Consultant)	All Required	8,750.00
	Total	$ 10,000.00

Type Code X080
Structure (Br. No. 13691) (M.P. 8.18)

Mobilization	All Required (25%)		$ 1,250.00
Temporary Protection and Direction of Traffic	All Required (50%)		1,500.00
Temporary Signs	61 sq.ft.	$ 5.00	305.00
Continuous Rail Traffic Barrier, Reflectorized	400 lin.ft.	6.00	2,400.00
Temporary Bridge Rail	100 lin.ft.	6.00	600.00
Flagmen	30 hr.	10.00	300.00
Embankment In Place	175 cu.yd.	8.00	1,400.00
Watering	9 M-gal.	10.00	90.00
1"-0 Aggregate Base	295 cu.yd.	10.00	2,950.00
Class "C" Asphalt Concrete	300 ton	32.00	9,600.00
Guard Rail, Type 2A	175 lin.ft.	17.00	2,975.00
Guard Rail, Type 1	4 only	500.00	2,000.00
Rail End Pieces, Type C	4 only	150.00	600.00
Rail End Pieces, End Shoes	4 only	100.00	400.00
Bridge Removal Work	All Required (25%)		2,800.00
Structure Excavation	145 cu.yd.	20.00	2,900.00
Furnish Pile Driving Equipment	All Required (25%)		1,250.00
Furnish HP10x42 Steel Piling	840 lin.ft.	8.00	6,720.00
Drive Steel Piles	840 lin.ft.	6.00	5,040.00
Structural Concrete, Class 3300 (98 C.Y.)	All Required (47%)		11,280.00
4' x 65'/70' Prestressed Slabs	9 only	3,250.00	29,250.00
Reinforcement (10,000 lbs.)	All Required (44%)		2,992.00
			$ 88,602.00

Type Code X080

Structure (Br. No. 13692)(M.P. 3.96)

Mobilization	All Required (25%)		$ 1,250.00
Temporary Protection and Direction of Traffic	All Required (50%)		1,500.00
Temporary Signs	81 sq.ft.	5.00	405.00
Continuous Rail Traffic Barrier, Reflectorized	200 lin.ft.	6.00	1,200.00
Flagmen	10 hr.	10.00	100.00
Embankment In Place	180 cu.yd.	8.00	1,440.00
Watering	7 M-gal.	10.00	70.00
1"-0 Aggregate Base	190 cu.yd.	10.00	1,900.00
Class "C" Asphalt Concrete	170 ton	32.00	5,440.00
Guard Rail, Type 2A	200 lin.ft.	17.00	3,400.00
Guard Rail Anchors, Type 1	4 only	500.00	2,000.00
Rail End Pieces, Type C	4 only	150.00	600.00
Rail End Pieces, End Shoes	4 only	100.00	400.00
Bridge Removal Work	All Required (25%)		2,800.00
Structure Excavation	90 cu.yd.	20.00	1,800.00
Furnish Pile Driving Equipment	All Required (25%)		1,250.00
Furnish HP 10x42 Steel Piling	180 lin.ft.	8.00	1,440.00
Drive Steel Piles	180 lin.ft.	6.00	1,080.00
Structural Concrete, Class 3300 (30 c.y.)	All Required (15%)		3,600.00
4' x 45'/50' Prestressed Slabs	9 only	2,220.00	19,980.00
Reinforcement (3,700 lbs.)	All Required (17%)		1,156.00
			$ 52,811.00
			$141,413.00

Anticipated Items

Temporary Erosion Control	All Required (50%)	500.00
	Subtotal	$141,913.00
	Engineering	19,158.00
	Total	$161,071.00

Length of Structures (2) - - - - 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 10,000.00	$ 7,818.00	$ 1,091.00	$ 1,091.00
Structures	161,071.00	125,941.00	17,565.00	17,565.00
	$171,071.00	$133,759.00	$18,656.00	$18,656.00

Group 3 - 48%
Contract No. - 8300
Prefix - 505-1069
505-1918

8300 SIMIL COPY 15

Form Approved; O.M.B. No. 04-R2069

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-89	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-12-75	STATE: Oregon COUNTY: Columbia PROJECT NO.: RS-381(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2.0 mi. & 6.1 mi. west of St. Helens

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-8-75	0.19
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,000	$ 7,800

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E L Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By For G. L. Green
(Division Engineer)

Date executed by Division Engineer MAY 12 1975

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 6, 1975

Federal Aid Project
No. RS-381(2)

Milton Creek Bridges
County FAS Rt. 816 In Columbia County

Project Agreement Estimate.
Type Code P.E.
Preliminary Engineering

Preliminary Engineering (State Forces)	All Required	$ 1,250.00
Oregon Bridge Engineering Co. (Consultant)	" "	8,750.00
	TOTAL	$10,000.00

Length of Project - - 0.19 mile

Federal Funds		$ 7,800.00
State Funds		1,100.00
County Funds		1,100.00
	TOTAL	$10,000.00

Group 1 - 100%
Prefix: 505-1918

830

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
*MONTHLY TRANSACTION NUMBER 5-125		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Columbia
MODIFICATION NUMBER 2	5-13-76 STATE COPY	Project Number RS-394(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 84,663	$ 84,663
Federal funds	$ 66,195	$ 84,663
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed May 12, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 18,468."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Cuthert
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

8-3 a.

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER: 11-90
PROJECT REPORT NUMBER:
MODIFICATION NUMBER: 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-11-75

STATE: Oregon

COUNTY: Columbia

PROJECT NUMBER: RS-394(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,000.00	$ 84,663.00
Federal funds	$ 3,900.00	$ 66,195.00
Other revisions		

This modification is made for the following reasons:

To include the contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of December, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. H. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for G. L. Green

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division
Salem, Oregon, November 4, 1975

Federal-Aid Project
No. RS-394(2)

BEAVER CREEK (McDONALD ROAD) BRIDGE
CO. FAS RT. 854 IN COLUMBIA COUNTY

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering (State Forces)	All Required		$ 600.00
Oregon Bridge Engineering Co. (Consultant)	All Required		4,400.00
	Total		$ 5,000.00

Type Code X080
Structure (Br. No. 13645)(M.P. 0.03)

Mobilization	All Required (25%)		$ 1,250.00
Embankment in Place	335 cu.yd.	8.00	2,680.00
Watering	14 M-gal.	10.00	140.00
1"-0 Aggregate Base	425 cu.yd.	10.00	4,250.00
Class "C" Asphalt Concrete	275 ton	32.00	8,800.00
12-inch Culvert Pipe	40 lin.ft.	18.00	720.00
Guard Rail, Type 2A	200 lin.ft.	17.00	3,400.00
Guard Rail Anchors, Type 1	4 only	500.00	2,000.00
Rail End Pieces, Type C	4 only	150.00	600.00
Rail End Pieces, End Shoes	4 only	100.00	400.00
Bridge Removal Work	All Required (25%)		2,800.00
Structure Excavation	65 cu.yd.	20.00	1,300.00
Furnish Pile Driving Equipment	All Required (25%)		1,250.00
Furnish 14-inch Prestressed Concrete	660 lin.ft.	8.50	5,610.00
Drive Prestressed Concrete Piles	660 lin.ft.	6.00	3,960.00
Structural Concrete, Class 3300 (32 c.y.)	All Required (16%)		3,840.00
4'x60'/65' Prestressed Slabs	8 only	3,200.00	25,600.00
Reinforcement (3,600)	All Required (16%)		1,088.00
			$69,688.00

Anticipated Items

Temporary Erosion Control	All Required (25%)		$ 250.00
Detour Signing	All Required (50%)		250.00
			$ 500.00
	Subtotal		$70,188.00
	Engineering		9,475.00
	Total		$79,663.00

Length of Structure - - - - 0.009 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 5,000.00	$ 3,908.00	$ 546.00	$ 546.00
Structure	79,663.00	62,287.00	8,688.00	8,688.00
Total	$84,663.00	$66,195.00	$9,234.00	$9,234.00

Group 2 - 23%
Contract No. 8300
Prefix - 505-1069
505-1917

8300

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-88	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-12-75	STATE Oregon COUNTY Columbia PROJECT NO. RS-394(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approximately 5.5 mi. S.W. of Vernonia

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-8-75	0.01
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro-Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,000	$ 3,900

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunke

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
For G. L. Green

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 6, 1975

Federal Aid Project
No. RS-394(1)

Beaver Creek (McDonald Road) Bridge
Co. FAS Rt. 854 In Columbia County

Project Agreement Estimate.
Type Code P.E.
Preliminary Engineering

Preliminary Engineering (State Forces)	All Required	$ 600.00
Oregon Bridge Engineering Co. (Consultant)	" "	4,400.00
	TOTAL	$5,000.00

Length of Project - - 0.01 mile

Federal Funds		$3,900.00
State Funds		550.00
County Funds		550.00
	TOTAL	$5,000.00

Group 1 - 100%

Prefix: 505-1917

8300

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Milton Creek and Beaver Creek Bridges		WEEK ENDING: May 8, 1976
		SECTION PREFIX: 505-1069
HIGHWAY: FAS 689, 816 & 854		COUNTY: Columbia
NAME OF JOB: Milton Cr. & Beaver Cr. Bridges	KIND OF WORK: Grading, Paving & Structures	
CONTRACTOR: A. K. Lundmark & Son, Inc.	CONTRACT NUMBER: 8300	FEDERAL AID PROJECT NUMBER: RS-381(2),394(2),601(1)
DATE OF CONTRACT: October 21, 1975	DATE WORK STARTED: November 17, 1975	ESTIMATED COMPLETION DATE: June 1, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 190
PROJECT AUTHORIZATION: $341,656.57	SPECIFIED COMPLETION DATE: June 27, 1976	PERCENT OF TIME ELAPSED 79.17%
EXCLUSIVE OF ENGINEERING: $314,564.86	ENGINEERING AUTHORIZATION $27,091.71	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 88.1%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $314,564,86	ENGINEERING COST TO DATE $22,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 77.0%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 83%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		80%	80%	80%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: SP-42 roller, 1150 cat loader, grader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3128A	13645A	13691A	13692A				
PERCENT	93.18%	70.27%	94.5%	86.2%				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Fair	1	0	
MONDAY 3	"	1	0	
TUESDAY 4	"	1	0	
WEDNESDAY 5	"	1	0	
THURSDAY 6	"	1	0	
FRIDAY 7	"	1	0	
SATURDAY 8	"	1	0	

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
MAY 13 1976
CONSTRUCTION
SECTION

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
2 SUNDAY	No activity at any site
3 MONDAY	No activity at any site
4 TUESDAY	3128A, 13691A & 13692A No activity 13645A Grading contractor went over job site, move in tomorrow.
5 WEDNESDAY	No activity at any site. Equipment breakdown preventing move in by grading contractor.
6 THURSDAY	3128A, 13691A & 13692A No activity 13645A Start grading on east end of structure.
7 FRIDAY	3128A, 13691A & 13692A No activity 13645A Complete grading and start placing base rock east of structure. Corel Corp looked over all sites for guard rail, move in next week.
8 SATURDAY	No activity

REMARKS

Status: 3128A, 13691A & 13692A No change
13645A Start grading and base

Next Week: 13645A Complete grading, base rock and pave project.

All Structures, start placing guard rail

SIGNED O. H. Hoffman LOCATION St. Helens

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEER

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 78, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8873

April 6, 1976

OE	RE	RME	RCE	FAE
TE	RECEIVED			RSM
UE	APR - 8 1976			RSC
SO	REGION 1			RBI
ENV				LOC

Mr. Jon Rose
Region Federal Aid Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Re: Milton and Beaver Creek Bridges
Engineering Cost Overrun
Columbia County

Dear Jon:

May we offer the following explanations for anticipated cost overruns.

By FHWA rules we are required to estimate the costs of both preliminary engineering and field construction engineering prior to having the contract designed. The greatest opportunity for error lies in determining the scope of the work.

On both projects - Beaver Creek near Clatskanie and the Milton Bridges and Beaver Creek at Vernonia, the original project request was for bridges only with no allowances for roadwork. The roadwork that was finally required amounted to 25% of the contract. Total fixed fees for the project amount to only 0.7% of 1% of the contract work so obviously they cannot support an overrun. We think our total projected costs for engineering at about 7% for four scattered jobs is really quite nominal.

Very truly yours,

Wally Palmateer

W. A. Palmateer
General Manager

WAP:seb

RECEIVED
COUNTY & CITY SECTION
APR 9 - 1976
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

To:- Cliff Laws

PROJECT MANAGEMENT | APR - 9 '76 | REFER TO | FOR | Info | Investigate | R/D | Action | File | Letter | See me

F-15 BR-185Y ?
Col. Co.

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

April 5, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Oregon Bridge Engineering Company
P. O. Box 72
Springfield, Oregon 97477

Re: Engineering Cost Overrun
County Bridges
Columbia County

Attention: Wally Palmateer

We have your letter advising of an anticipated overrun in construction engineering on the subject project. You asked whether approval could be secured for additional authorization as long as the construction engineering did not exceed 15% of the contract amount. With your question phrased that way we can answer with a qualified "yes". Approval is not granted without question where total engineering is kept below 15%, but rather additional money will be made available where the overrun can be shown to be justified.

With the above in mind, would you drop us a note indicating the reasons and justification for seeking additional authorization.

Very truly yours,

Jon Rose

Jon Rose
Region Federal Aid Engineer

JR/lms
bc: Harold Reynoldson, County/City

THIS COPY FOR

RECEIVED
COUNTY & CITY SECTION
APR 5 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

PROJECT MANAGEMENT
APR - 5 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Form 81-734-3122

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

March 26, 1976

NOTED ROSE

DE RE RME RCE FAE RSE
TE RECEIVED RSM
UE MAR 29 1976 RSC
SO REGION I RBI
ENV LOC

Mr. Jon Rose
Regional Federal Aid Engineer
Oregon State Highway Division
9200 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

FAS 689

Re: Milton and Beaver Creek Bridges
Engineering Allowances

Dear Jon:

FAS 854 FAS 689

We hold separate engineering agreements for (1) Beaver Creek Bridge near Clatskanie and (2) the Milton Creek Bridges and Beaver Creek Bridge near Vernonia. F-75816

On Beaver Creek (Clatskanie) Our estimate was $5,510, a not-to-exceed estimate of $6,000 and billings to date with this job essentially completed are $5,613.15. It should stay under the maximum figure. increase $ 500

On the Milton Creek Bridges and Beaver (Vernonia) our engineering estimate was $9,775, with a not-to-exceed estimate of $11,000. Current billings total $9,055.92 plus fixed fee of $1,500 or $10,555.92 chargeable. We will obviously exceed the $11,000 estimated maximum. increase $ 2000

When this has happened in the past (once in Union County) the State said it was no problem as long as engineering did not exceed 15% of the contract price. This amount would be $44,777.85. I would estimate our total engineering billings will be a maximum of $20,500 instead of the $17,000. This would be about 6.8% for total engineering fees.

Called Jon Rose and asked to have Wally send in a letter of explanation 3/31/76

Would you please look into this matter and advise us accordingly.

RECEIVED
COUNTY & CITY SECTION
MAR 31 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☐ UPE ☐ DE ☒ RE ☒ UPE ☐

Very truly yours,

Wally Palmateer

W. A. Palmateer
General Manager

PROJECT MANAGEMENT
MAR 30 '76
REFER TO
Info | Investigate | R-D | Action | File | Letter | Service

8210

48

September 26, 1975

Board of County Commissioners
Columbia County
Courthouse
St. Helens, OR 97051

Attention: Roy A. Nelson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5458

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of a bridge over Beaver Creek on the Old Columbia River Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

6-3 a

15

September 26, 1975

Board of County Commissioners
Columbia County
Courthouse
St. Helens, OR 97051

Attention: Roy A. Nelson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5307

Gentlemen:

Attached for your records is a fully executed copy of a consultant construction-finance agreement covering two bridges over Milton Creek on the Pittsburg-St. Helens Road at Mileposts 3.96 and 8.18 on FAS 816, and one bridge over Beaver Creek on McDonald Road on FAS 854.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. A. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 18, 1975

TO MEMO TO THE FILE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
September 25 Bid Letting

Bids will be opened September 25 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. N. W. Ninth Street at Buchanan Avenue (Corvallis)
City Street, Benton County
Grade, Pave and Signal Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Five-foot concrete sidewalks will be provided on Ninth Street 600 feet north on both sides and 300 feet south on the east side only. Four ramps will be provided at intersection.

2. Clackamas River (McLoughlin) Bridge
Pacific Highway East, Clackamas County
Bridge Painting Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Milton Creek and Beaver Creek Bridges
FAS 816, 689 and 854, Columbia County
Structures (4) Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514 (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Thirty-four-foot roadway width will be provided on the two Milton Creek Bridges and the Beaver Creek Bridge on the Old Columbia Highway. A 30-foot roadway width will be provided on Beaver Creek Bridge on McDonald Road.

4. Bend Maintenance Building
The Dalles-California Highway, Deschutes County
Building Project

Same as No. 2.

5. Candlelight Drive-Louis Street (Eugene)
FAUS 1320, Royal Avenue, Lane County
Grade and Pave Project

Six-foot Class III bike lanes to be provided. Five-foot concrete sidewalks with curb cuts also provided. 1.35 miles in length. This is a City of Eugene design.

6. S. E. 92nd Avenue-N. W. Ava Avenue
Mt. Hood Highway, FAUS 0640, Multnomah County
Grade, Pave and Signals Project

Class II bikeway will be provided from 136th Avenue to Ava Avenue as replacement of existing Class III bikeway. From 92nd Avenue to 136th Avenue, 8-foot paved shoulders will be provided except at channelized intersections, where 4-foot shoulders will be provided. Five miles in length.

7. Tillamook and Trask Rivers Bridges
Netarts Highway, Tillamook County
Bridge Painting Project

Same as No. 2.

8. Mosquito Creek Bridge, FAS 753
Middle Island Road, Yamhill County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Grading and paving incidental to structure, which is 140 feet in length. Roadway width will be 30 feet. A 4-foot shoulder will be provided on short 200-foot approaches.

9. Scott Creek-Stony Brook Section
Umpqua Highway, Douglas County
Grade, Pave and Passing Bay Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Four-foot shoulders will be provided.

10. Corvallis-Lebanon Highway at County Roads 704 and 705
Corvallis-Lebanon Highway, Linn County
Channelization Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

cc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

DES:jp ja

1300

September 17, 1975

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Columbia County Bridges on FAS 689, 816 and 854
Milton Creek Br., M.P. 3.96, Br. No. 13692A
Milton Creek Br., M.P. 8.18, Br. No. 13691A
Beaver Creek Br., M.P. 0.03, Br. No. 13645A
Beaver Creek Br., M.P. 6.04, Br. No. 3128A

The Bridge Section has reviewed the hydraulic conditions for the subject creek crossings and indicates bridges rather than culverts are the correct structural type selection. The following discussion outlines the situation at each location:

M.P. 0.03 — A minimal deck to streambed dimension would require a double-barrel culvert. This is objectionable, as drift could catch on the center support and cause the culvert to become plugged.

M.P. 3.96 — Same as for structure at M.P. 0.03.

M.P. 6.04 — A double super-span would be required. This type of installation in a stream affected by tidal fluctuations of the water surface would be extremely difficult and expensive.

M.P. 8.18 — A single super-span might be feasible at this location. Our limited bidding experience with super-spans would indicate no savings compared to the 65-foot long structure selected.

If further information regarding the structure type selection is desired, please advise.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
Walt Hart

LLW:ag/ESH:ja

8300

8

COLUMBIA COUNTY

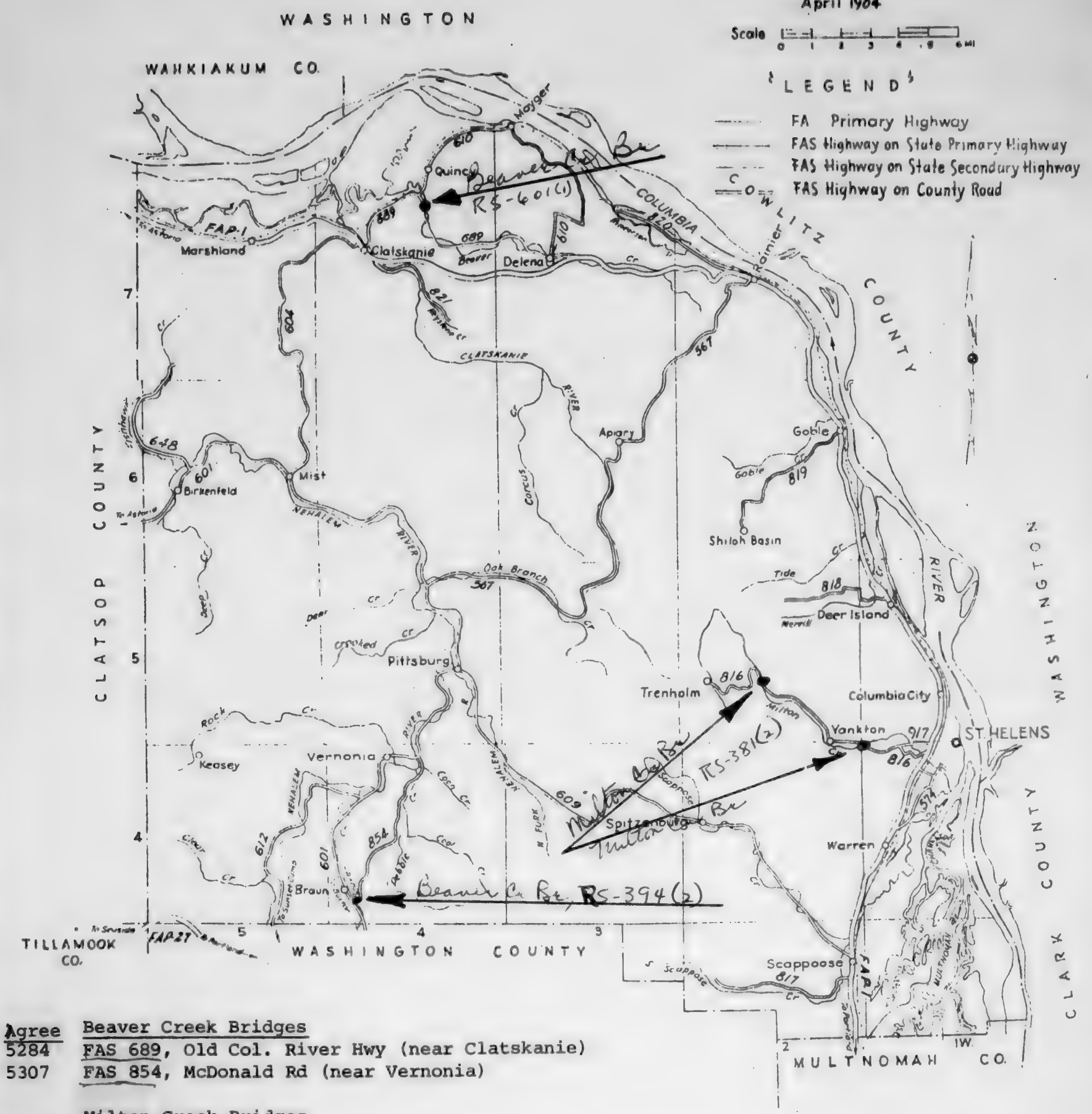
FAS SYSTEM

April 1964

Scale 0 1 2 3 4 5 6 MI

'LEGEND'

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road



Agree	Beaver Creek Bridges
5284	FAS 689, Old Col. River Hwy (near Clatskanie)
5307	FAS 854, McDonald Rd (near Vernonia)
	Milton Creek Bridges
5307	FAS 816, Pittsburg-St. Helens Rd

Approved 8300
Routes and Mileage
Entered

8300

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-2-75

FEDERAL AID PROJECT NO.: RS-381(2)

STATE PROJECT NO.: Milton Creek Bridges

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-37

COUNTY NAME: Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
SEP 8 - 1975
☑ ENGR. ☐ COOR. ☐ UPE ☐ CE ☐ RE ☑ RPE ☐

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
September 2, 1975	September 2, 1975	Secondary Route 816 / County Road

GENERAL LOCATION:
County Road 2.0 miles and 6.1 miles west of St. Helens.

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and construction of two bridges.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)
Minor Program Change

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of April 8, 1975 approved this project for inclusion in the Federal-aid program. As requested per Mr. Rulien's PR-9 of August 27, 1975 I approve the minor program change adding construction of 2 bridges and related work, increase project cost and correct mileage to the Character of Proposed Work. You are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with theprovisions of your approved Secondary Road Plan at a total estimated cost of $176,000.00 - federal funds $137,600.00. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-2-75	C R Bergquist for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Budget Bureau No. 41-R2068; A

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		ADT	150 & 850	FUTURE 300 & 1,400 (66)–(70)	YEAR 95 (71)–(72)	REGION 10 (74)–(75)	STATE NAME Oregon	
		Co. Rd., 2.0 mi. & 6.1 mi. W. of St. Helens								

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28–62	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER				
			FH ROUTE NO (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR 74–75	PREFIX LETTER(S) 14–23		NUMBER-AGR. NO 7		
	P.E. and Two Bridges								RS-		381 (2)		

CARD 4	CLASS OF FEDERAL FUNDS [1] Rural Secondary	COUNTY NAME Columbia	
	NAME OF URBAN AREA 17-31 - - -	F.A. SYSTEM Secondary	RTE NO. S / FEDERAL AID 816 (32) / STATE Co. Rd.

CARD 5	LINE NO. (14)–(15)	CHNG CODE 16	PROJECT COUNT 41	WORK CL 42	WORK TYPE 43–46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(58)	PROJECT COST TOTAL COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	
1															
5					PE		ITEM AS NOW PROGRAMED Stage 2	37	RS-381(2)	Co. Rd., 2.0 mi. & 6.1 mi. W. of St. Helens	0.19	10,000	7,800	1,100	PE all prep.;
					ROW									1,100(Co)	
					CONST					"Milton Creek Bridges"					
										PROJECT TOTAL	0.19	10,000	7,800	2,200	
5					PE		REQUESTED REVISION	37	RS-381(2)	Co. Rd., 2.0 mi. & 6.1 mi. W. of St. Helens	0.02	10,000	7,800	1,100	PE all prep.; stresse
					ROW									1,100(Co)	
					CONST X080					"Milton Creek Bridges"	0.02	176,000 (16)–(23)	137,600 (24)–(33)	19,200(Co)	bridges rdways. structu guardra
														19,200	
										PROJECT TOTAL	0.02	186,000	145,400	40,600	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE: To include in the "Character of Proposed Work" the construction and related work and to increase "Project Cost" to reflect the additional decimal error under "Miles".

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPRO
April 8, 1975	DATE August 27, 1975	DATE	DATE SEP 2
OTHER: May 12, 1975	SIGNATURE	SIGNATURE	SIGNATURE Origina C. R.
	~~STATE HIGHWAY ENGINEER~~ Project Management Engineer	TITLE	TITLE Eng

RECEIVED COUNTY & CITY ENGR. COOR. RE RPE UPE CE RE RPE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1956

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NO.

D.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)		FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Co. Rd., 2.0 mi. & 6.1 mi. W. of St. Helens	ADT 150 & 850	300 & 1,400 / 95	10	Oregon	41	075	37

PROPOSED WORK (35 spaces): Two Bridges

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FM ROUTE NO; SUPV AGCY; DA CLASSIF.; DA AREA; EMERG. YR.; PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) RS- ; NUMBER-AGR. NO. 381 (2)

I. PROJECTS ONLY: POST MI.; DESIG.

FUNDS: Rural Secondary

COUNTY NAME: Columbia — CODE 007

AREA: - - -

F.A. SYSTEM: Secondary

RTE NO: S | FEDERAL AID: 816 | STATE: Co. Rd. | U.S.: - - -

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	37	RS-381(2)	Co. Rd., 2.0 mi. & 6.1 mi. W. of St. Helens "Milton Creek Bridges"	0.19	10,000	7,800	1,100 1,100(Co)	PE all phases incl. PS&E prep.;
					PROJECT TOTAL	0.19	10,000	7,800	2,200	
PE ROW CONST X080		RE-QUESTED REVISION	37	RS-381(2)	Co. Rd., 2.0 mi. & 6.1 mi. W. of St. Helens "Milton Creek Bridges"	0.02 0.02	10,000 176,000	7,800 137,600	1,100 1,100(Co) 19,200(Co) 19,200	PE all phases incl. PS&E prep.; Constr. two pre-stressed concrete slab span bridges (L 112) & approach rdways. Remove existing structures & install guardrail.
					PROJECT TOTAL	0.02	186,000	145,400	40,600	

R-9 has been submitted Yes ☐ days. → CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE: To include in the "Character of Proposed Work" the construction of two bridges and related work and to increase "Project Cost" to reflect the additional work, and to correct decimal error under "Miles". (Over)

ing into two or more projects. Prepare a form PR-1 for all sulting from such action.

OVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
ril 8, 1975	DATE August 27, 1975	DATE	DATE SEP 2 1975
y 12, 1975	SIGNATURE	SIGNATURE	SIGNATURE Original Signed by C. R. Burghardt
	~~STATE HIGHWAY ENGINEER~~ Project Management Engineer	TITLE	TITLE Engr. Coord.

RECEIVED COUNTY & CITY ... ENGR. ☐ COORD. ☐ RE ☐ UPE ☐ CE ☐ RE ☐ RPE ☐

nsfer from one class of project to another, or covers joint financing, show both classes of funds involved.

THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48908-P61

MILTON CREEK BRIDGES

PROJECT NO. RS-381(2)

Additional Project Data: Remove existing structure and construct, on existing alignment, one prestressed concrete slab span bridge (Br. No. 13691A) 65 feet in length at MP 8.18 and (Br. No. 13692A) 47 feet in length at MP 3.96, both having a horizontal clearance of 34 feet. Construct approach roadway at each end of both bridges and install necessary guardrail.

NOTE: The construction engineering will be performed by the consultant firm of "Oregon Bridge Engineering Company" with required review by State Forces.

Additional FHPM 7-7-5 Requirement Data: Location/design not a factor in the development of this project.

NOTE: The work under this project is to be accomplished under the same contract as Project Nos. RS-394(2) and RS-601(1). The overall contract will be known as "Milton Creek and Beaver Creek Bridges".

8300

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-2-75

FROM: G. L. Green, Division Administrator, Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. RS-394(2)
	ITEM NO. RS-38	STATE PROJECT NO. Beaver Creek (McDonald Rd) Bridge Section
		COUNTY NAME Columbia
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
September 2, 1975	September 2, 1975	Secondary Route 854
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

County Road approximately 5.5 miles SW of Vernonia.

RECEIVED COUNTY & CITY SECTION SEP 8 - 1975 ENGR. COOR. OE UPE CC RE RPE UE

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and one structure.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Minor Program Change
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of April 8, 1975 approved this project for inclusion in the Federal-aid program. As requested per Mr. Rulien's PR-9 of August 27, 1975 I approve the minor program change adding construction of one bridge to the character of the proposed work. You are now authorized to proceed, at a total estimated cost of $82,500.00 - federal funds $64,500.00 with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-2-75	C. R. Burghardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Budget Bureau No. 41-R2068; Appt

U.S. DE
BU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 7-69)

RECEIVED
COUNTY & CITY SECTION
SEP 8 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ LE ☐ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65			FUTURE YEAR (66)	(70)	(71)–(72)	REGION (74)–(75)	STATE NAME
2		Co. Rd., Approx. 5.5 mi. SW of Vernonia	ADT	50 DHV - 10	100		95	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28–62	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
			FH ROUTE NO (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR 74–75	PREFIX LETTER(S) 14–23	NUMBER-AGR. NO. 7
3	P.E. and One Bridge								RS-	394 (2)

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	Rural Secondary	Columbia

NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
- - -	Secondary	S	854	Co. Rd.

CARD 5	LINE NO. (1)–(5)	CHNG CODE 16	PROJECT COUNT 41	WORK CL 42	WORK TYPE 43–46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(58)	PROJECT COST TOTAL COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	
1	5				PE		ITEM AS NOW PROGRAMED Stage 2	38	RS-394(2)	Co. Rd., Approx. 5.5 mi. SW of Vernonia	0.01	5,000	3,900	550	PE all p
					ROW									550 (Co)	P.S.& E.
					CONST					"Beaver Creek (McDonald Road) Bridge Section"					
										PROJECT TOTAL	0.01	5,000	3,900	1,100	
5					PE		RE-QUESTED REVISION	38	RS-394(2)	Co. Rd., Approx. 5.5 mi. SW of Vernonia	0.01	5,000	3,900	550	PE all ph prep; Con
					ROW									550 (Co)	concrete (L 60') &
					CONST					"Beaver Creek (McDonald Road) Bridge Section"	0.01	82,500 (16)–(23)	64,500 (24)–(33)	9,000 (Co)	Remove ex and insta
					X080									9,000	
										PROJECT TOTAL	0.01	87,500	68,400	19,100	

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶	CODE 11	CODE 2

REASON FOR CHANGE: To include in the "Character of Proposed Work" the construction and related work and to increase "Project Cost" to reflect the additional wor

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
April 8, 1975	DATE August 27, 1975	DATE	DATE SEP 2
OTHER: May 12, 1975	SIGNATURE	SIGNATURE	SIGNATURE Original C. R. E.
	~~STATE HIGHWAY ENGINEER~~ Project Management Engineer	TITLE	TITLE Engr.

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECEIVED
COUNTY & CITY SECTION
SEP 8 - 1975

FOR FHWA USE ONLY ☑ ENGR. ☐ GOOR. ☐ OE ☐ LE ☐ UE ☐ UPE ☐ OE ☑ RE ☐ RPE ☐

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	FUTURE ADT YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Rd., Approx. 5.5 mi. SW of Vernonia	50 DHV - 10	100 (66) 95 (70)(71)(72)	10 (74)(75)	Oregon	41 (2)(3)	075 4 6	38 (14)(18)

WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI.	DESIG.
dge 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	14 RS- 23	7 394 (2) 13	(24) (26)	27

COUNTY NAME: Columbia — CODE: 14 007 16

Rural Secondary

F.A. SYSTEM: Secondary

RTE NO.	FEDERAL AID	STATE (32)	U.S. (36)(37)
S	854	Co. Rd.	- - - (41)

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)(58)	PROJECT COST: TOTAL COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
83	ITEM AS NOW PROGRAMED Stage 2	38	RS-394(2)	Co. Rd., Approx. 5.5 mi. SW of Vernonia	0.01	5,000	3,900	550	PE all phases including P.S.& E. Prep.
				"Beaver Creek (McDonald Road) Bridge Section"				550 (Co)	
ST				PROJECT TOTAL	0.01	5,000	3,900	1,100	
ST	RE-QUESTED REVISION	38	RS-394(2)	Co. Rd., Approx. 5.5 mi. SW of Vernonia	0.01	5,000	3,900	550	PE all phases incl. PS & E. prep; Const. one prestressed concrete slab span bridge (L 60') & approach rdways. Remove existing structure and install guardrail.
				"Beaver Creek (McDonald Road) Bridge Section"	0.01	82,500	64,500	550 (Co) 9,000 (Co) 9,000	
0				PROJECT TOTAL	0.01	(16) 87,500 (23)(24)	68,400 (33)	19,100	

been submitted Yes ☐ — PROJECT WITHDRAWN YES ☐ — CODE 11 — CODE 2

REASON FOR CHANGE: To include in the "Character of Proposed Work" the construction of one bridge and related work and to increase "Project Cost" to reflect the additional work.

(Over)

two or more projects. Prepare a form PR-1 for all from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
	DATE August 27, 1975	DATE	DATE SEP 2 1975
	SIGNATURE	SIGNATURE	SIGNATURE Original Signed by L. R. Burghardt
	~~STATE HIGHWAY ENGINEER~~ Project Management Engineer	TITLE	TITLE Engr. Coord.

one class of project to another, or covers joint financing, show both classes of funds involved.

USCOMM-DC 48963-P61

RM ARE OBSOLETE AFTER 7-1-61

BEAVER CREEK (MC DONALD ROAD) BRIDGE SECTION

PROJECT NO. RS-394(2)

Additional Project Data: Remove existing structure and construct, on existing alignment, one prestressed concrete slab span bridge (Br. No. 13645A) 60 feet in length having a horizontal clearance of 30 feet. Construct approach roadway at each end of structure and install necessary guardrail.

NOTE: The construction engineering will be performed by the consultant firm of "Oregon Bridge Engineering Company" with required review by State Forces.

Additional FHPM Requirement Data: Location/design not a factor in the development of this project.

NOTE: The work under this project is to be accomplished under the same contract as Project Nos. RS-381(2) and RS-601(1). The overall contract will be known as "Milton Creek and Beaver Creek Bridges".

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8300

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-2-75

FEDERAL AID PROJECT NO.
FS-601(1)

STATE PROJECT NO.
Beaver Bridge Section

FROM:
G. L. Green, Division Administfator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-39

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
September 2, 1975	September 2, 1975	Secondary Route 689 / County Road

GENERAL LOCATION:
County Road 2 miles NE of Clatskanie

RECEIVED
COUNTY & CITY SECTION
9 1975
ENGR. ☐ COOR. ☐ DE ☒ AE ☐ UE
UPE ☐ CE ☐ RE ☒ RPE ☐

GENERAL DESCRIPTION OF WORK:
Preliminary engineering and construction of one bridge.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☒ OTHER (Specify)
Minor Program Change.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of April 22, 1975 approved this project for inclusion in the Federal-aid program. As requested in Mr. Rulien's PR-9 of August 27, 1975 I approve the minor program change adding construction of 1 bridge and related work, to increase project costs and correct mileage. You are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. Total estimated cost of work $107,000.00 - federal funds $83,600.00.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-2-75	C R Benglandt	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Budget Bureau No. 41-R2068; Approval Ex

U.S. DEPARTM
BUREAU

RECEIVED
COUNTY & CITY SECTION
SEP 8 - 1975
ENGR. COOR. CE RE UE
UPE CE RE RPE
ADT

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 2 mi. NE of Clatskanie 65			ADT	400 DHV - 50	FUTURE (66) 600	YEAR (70)(71)(72) 95	REGION (74)(78) 10	STATE NAME Oregon	STATE CODE (2) 41				
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 25 P.E. and One Bridge 62	NATL. FOREST (63)(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 RS- 23	NUMBER-AGR. NO. 7 601 (1) 13					
CARD 4	CLASS OF FEDERAL FUNDS [1] Rural Secondary	NAME OF URBAN AREA 17-31 - - -	F.A. SYSTEM Secondary	COUNTY NAME Columbia	RTE NO. S	FEDERAL AID 689	STATE (32) Co. Rd. (36)								

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (43-46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)(58)	PROJECT COST TOTAL COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	CHAR PROP
1	[illegible]	16	41	42		53									
5					PE		ITEM AS NOW PROGRAMED Stage 2	39	RS-601(1)	Co. Rd., 2 mi. NE of Clatskanie "Beaver Bridge Section"	0.04	6,500	5,050	725	P.E. all pha
					ROW									725 (Co.)	P.S.& E. pre
					CONST										
										PROJECT TOTAL	0.04	6,500	5,050	1,450	
5					PE		RE-QUESTED REVISION	39	RS-601(1)	Co. Rd., 2 mi NE of Clatskanie	0.02	6,500	5,050	725	PE all phas
					ROW									725 (Co.)	prep.; Cons
					CONST X080					"Beaver Bridge Section"	0.02	107,000	83,600	11,700	stressed co
														11,700(Co.)	bridge (L 1
															roadways.
															str. & inst
										PROJECT TOTAL	0.02	(16) 113,500	(23)(24) 88,650	(33) 24,850	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶	CODE 11 / CODE 2

REASON FOR CHANGE: To include in the "Character of Proposed Work" the construction o and related work and to increase "Project Cost" to reflect the additional wor correct length under "Miles".

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: April 22, 1975	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
OTHER: May 12, 1975	DATE: August 27, 1975	DATE	DATE: SEP 2 197
	Signature	SIGNATURE	SIGNATURE: Original C. R. B
	Project Management Engineer	TITLE	TITLE: Engr.

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

RECEIVED
COUNTY & CITY SECTION
SEP 8 - 1975
ENGR. COOR. OE RE UE
UPE CE RE RPE
ADT

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces): Co. Rd., 2 mi. NE of Clatskanie

ADT: 400 DHV - 50

FUTURE YEAR: 600 / 95

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN. CODE: 075

ITEM NO.: 39

PROPOSED WORK (35 spaces): Bridge

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): RS- | NUMBER-AGR. NO.: 601 (1)

I PROJECTS ONLY: POST MI. | DESIG. MI.

COUNTY NAME: Columbia

COUNTY CODE: 007

FUNDS [1]: Rural Secondary

RTE NO.: S

FEDERAL AID: 689

STATE: Co. Rd.

U.S.: - - -

F.A. SYSTEM: Secondary

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE		ITEM AS NOW PROGRAMED Stage 2	39	RS-601(1)	Co. Rd., 2 mi. NE of Clatskanie "Beaver Bridge Section"	0.04	6,500	5,050	725 725 (Co.)	P.E. all phases including P.S.& E. prep.;
ROW									1,450	
CONST					PROJECT TOTAL	0.04	6,500	5,050	1,450	
PE		RE-QUESTED REVISION	39	RS-601(1)	Co. Rd., 2 mi NE of Clatskanie "Beaver Bridge Section"	0.02 0.02	6,500 107,000	5,050 83,600	725 725 (Co.) 11,700 11,700(Co.)	PE all phases incl. PS & E prep.; Constr. one pre-stressed concrete slab span bridge (L 100') & approach roadways. Remove existing str. & install guardrail.
ROW										
CONST X080					PROJECT TOTAL	0.02	113,500	88,650	24,850	

[1] has been submitted Yes ☐ — PROJECT WITHDRAWN YES ☐

ys. CODE 11 — CODE 2

REASON FOR CHANGE: To include in the "Character of Proposed Work" the construction of one bridge and related work and to increase "Project Cost" to reflect the additional work, and to correct length under "Miles". (Over)

into two or more projects. Prepare a form PR-1 for all
lting from such action.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE: August 27, 1975	DATE	DATE: SEP 2 1975
SIGNATURE: Signature	SIGNATURE	SIGNATURE: Original Signed by C. R. Burghardt
TITLE: Project Management Engineer	TITLE	TITLE: Engr. Coord.

AL: 22, 1975

, 1975

er from one class of project to another, or covers joint financing, show both classes of funds involved.

HIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48808-P61

BEAVER BRIDGE SECTION

PROJECT NO. RS-601(1)

Additional Project Data: Remove existing structure and construct, on existing alignment, one prestressed concrete slab span bridge (Br. No. 3128A) 100 feet in length having a horizontal clearance of 34 feet. Construct approach roadway at each end of structure and install necessary guardrail.

NOTE: The construction engineering will be performed by the consultant firm of "Oregon Bridge Engineering Company" with required review by State Forces.

Additional FHPM Requirement Data: Location/design not a factor in the development of this project.

NOTE: The work under this project is to be accomplished under the same contract as Project Nos. RS-381(2) and RS-394(2). The overall contract will be known as "Milton Creek and Beaver Creek Bridges".

300

FAS
Columbia Co
816

Oregon State Highway Division
State Highway Building, Room 203
Salem, Oregon 97310

8-29-75

ATTENTION County-City Unit

Subject: Federal Aid Project No. RS-381(2)
Project Name: Milton Creek Bridges at M.P. 3.96 and 8.18
FAS 816

We certify that to the best of our knowledge the following statement is correct with regard to the right-of-way for subject project:

1. No individuals or families have been displaced on the subject project.

2. On this project the circumstances with respect to acquisition or right of occupancy and use of the property for a detour road warrant proceeding with advertisement for bids on the basis it will be in the public interest to do so in advance of completion of the acquisition of the required rights from said file. Physical construction of this unit of the proposed project that includes two other bridges is in the specifications to be commenced no earlier than April 1, 1976.

3. All right of way will be acquired in accordance with current F.H.W.A. directives covering the acquisition of real property.

4. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, Oregon,

this 29 day of August, 19 75.

County of Columbia

County Judge/Chairman

Commissioner

Commissioner

Ltr/R.

RIGHT OF WAY SECTION
PROJECT MANAGEMENT
ROUTING
M. ENGINEER
DEV. ENGR.
ICE ENGR.
TY-CITY
ERAL AID
TORY-NEEDS
NE CONTROL
EDULE
ACTION INFO
SEP - 2 1975

Hal
Check Certification
for date
A

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1975
ENGR. COOR. UE AE ME
UPE CE RE RPE

cc. Oaks
Swenson 9-2-75
Swan Send copies to Project Management
Reg. 1 and to Specifications.
cc Walt Hart
Reg E

-8300

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 26, 1975

FILE:

FROM: Robert H. Prange
Rural Engineer

SUBJECT: FAS Program Request

TO: Mr. D. E. Swan
Project Federal Aid Engineer
B U I L D I N G

County: Columbia Section: Beaver Creek (Old Columbia River Hwy) Bridge
FAS 689

Termini: Within city limits of the City of Clatskanie approximately 4 miles northeast of junction with FAP-1.

Proposed Work: Structure. Project Length: Approximately 75 feet.

Costs:	Total	Fed	State	County
Construction:	134,000	104,520	14,740	14,740

Existing Facilities: Five span pile trestle bridge 90 feet long with a 27-foot 3-inch roadway. Approach on each side has two 10-foot asphaltic concrete travel lanes and 2-foot gravel shoulders.

Adjacent Sections:

East End:
Two 10-foot asphaltic concrete travel lanes with 2-foot gravel shoulders
West End:

Project Data: Construct a reinforced concrete bridge on the existing alignment. Bridge is to have a 34-foot roadway and no sidewalks. It will be approximately 100 feet long. Construction of the approaches and the installation of the guard-rail is to be included in the contract. Construction engineering is to be done by a consulting firm (Oregon Bridge Engineering Company).

Right-of-Way: 60 feet. Access Control: None.

Railroad Crossing: None.

Minimum Design Standards: No deviation from standards.

System Action: Completed. Route Data: See RS-601(1)

Public Hearing: Not required.

Environmental Assessment: 3/20/75.

Park and Recreation Area Affected: No parks in area.

Relocation Assistance: No one moved.

Social, Economic and Environmental Effects Considered: Yes.

Location and Design Approved: See attached memorandum to the files.

Clearinghouse Approved: Exempt per agreement dated 4/28/70.

Council of Governments: Exempt per agreement dated 10/16/70.

Approved by D.O.T.: 10/30/74.

ADT:

1975--400
1995--600

DHV:

1975--50
1995--70

HR:scr

Attachments

COLUMBIA
RIVER
Crims
Island
N
Fisher I.
MAYER RD
776
MAYER
MAYER
ALSTON
Walker I
Quincy
Dowing
FAS 689
Inglis
082
31 28
PROPOSED PROJECT
CLATSKANIE
To Astoria
COLUMBIA
OLO
COLUMBIA
FAS 689
HWY
Delena
RIVER
2W
30
HWY.
To Rainier

8300

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE 8/26/75

TO Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

FROM Robert H. Prange
Rural Engineer
County-City Unit

SUBJECT FAS Program Request

County: Columbia Section: Beaver Creek (McDonald Road) Bridge
FAS 854

Termini: Approximately 5-1/2 miles south of Vernonia and 0.8 mile from junction with FAS 601

Proposed Work: Structure. Project Length: Approximately 100 feet.

Costs:	Total	Fed	State	County
Construction:	79,000	61,620	8,690	8,690

Existing Facilities: 53-foot pile trestle bridge with a 15-foot roadway. Roadway on each side of bridge has a 12-foot gravel top width.

Adjacent Sections:

East End:
12-foot gravel roadway.
West End:

Project Data: Construct a reinforced concrete bridge at the existing location. New structure is to have a 30-foot roadway and no sidewalks. It will be approximately 60 feet long. Construction of the approaches and the installation of the guardrail are to be included in the contract. The existing bridge is to be removed and disposed of by the contractor. The construction engineering is to be done by a consulting firm (Oregon Bridge Engineering Company).

Right-of-Way: 60 feet. Access Control: None.

Railroad Crossing: None.

Minimum Design Standards: No deviation from standards.

System Action: Completed Route Data: See RS-381(2)

Public Hearing: Not required.

Environmental Assessment: 2/13/75.

Park and Recreation Area Affected: No park in area.

Relocation Assistance: No one moved.

Social, Economic and Environmental Effects Considered: Yes.

Location and Design Approved: See attached memorandum.

Clearinghouse Approved: Exempt per agreement dated 4/28/70

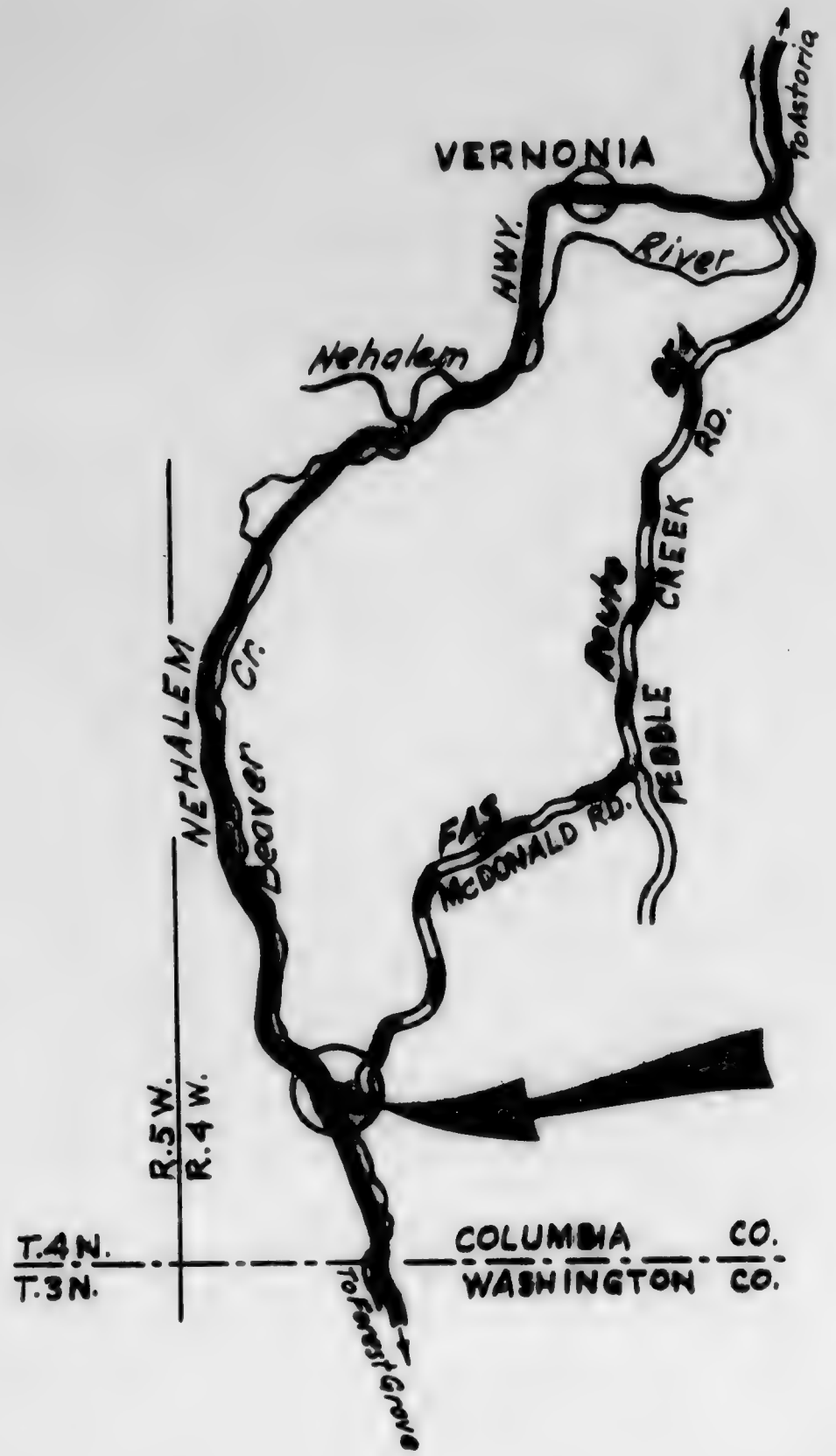
Council of Governments: Exempt per agreement dated 10/16/70

Approved by D.O.T.: 12/18/74

ADT:	1974--50	DHV:	1974--10
	1994--100		1994--15

HR:scr

Attachments



BEAVER CR (McDONALD RD.) BR. SECT

McDONALD RD. MS 854

Columbia County

8300.

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE 8/20/75

TO Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

FROM Robert H. Prange
Rural Engineer
County-City Unit

SUBJECT FAS Program Request

County: Columbia

Section: Milton Creek (Pittsburgh-St. Helens) Br.
FAS 816

Termini: Approximately 6 miles S. W. of junction with FAP-1, MP 3.96 and approximately 2.7 miles S. W. of junction with FAP-1, MP 8.18.

Proposed Work: Construct two bridges and the approaches

Project Length: Approximately 300 feet.

Costs:

Total	Fed	State	County
107,000.	90,766.	16,117	16,117

Construction:

Existing Facilities: Structure at MP 3.96 is 27 feet long. "I" beam on concrete abutments with a 21-foot roadway.

Adjacent Sections:

East End:

West End: Two 9-foot oil mat travel lanes with two 4-foot gravel shoulders.

Project Data: Construct two reinforced concrete bridges at the existing locations. Both are to have 34-foot clear roadways with no sidewalks. One bridge at MP 8.18 is to be approximately 65 feet long and the bridge at MP 3.96 is to be approximately 47 feet long. Contractor is also to make the approaches to the new structures and install the guardrail. Contractor is to remove and dispose of the existing bridges, with signing and striping to be included in the contract. The construction engineering is to be done by a consulting engineering firm (Oregon Bridge Engineering Company).

Right-of-Way: 60 feet.

Access Control: None.

Railroad Crossing: None.

Minimum Design Standards: No deviation from standards.

System Action: Completed.

Route Data: See RS-394(2).

Public Hearing: Not required.

Environmental Assessment: 2/5/75.

Park and Recreation Area Affected: No park involved.

Relocation Assistance: No one moved.

Social, Economic and Environmental Effects Considered: Yes.

Location and Design Approved: See attached memorandum.

Clearinghouse Approved: Exempt

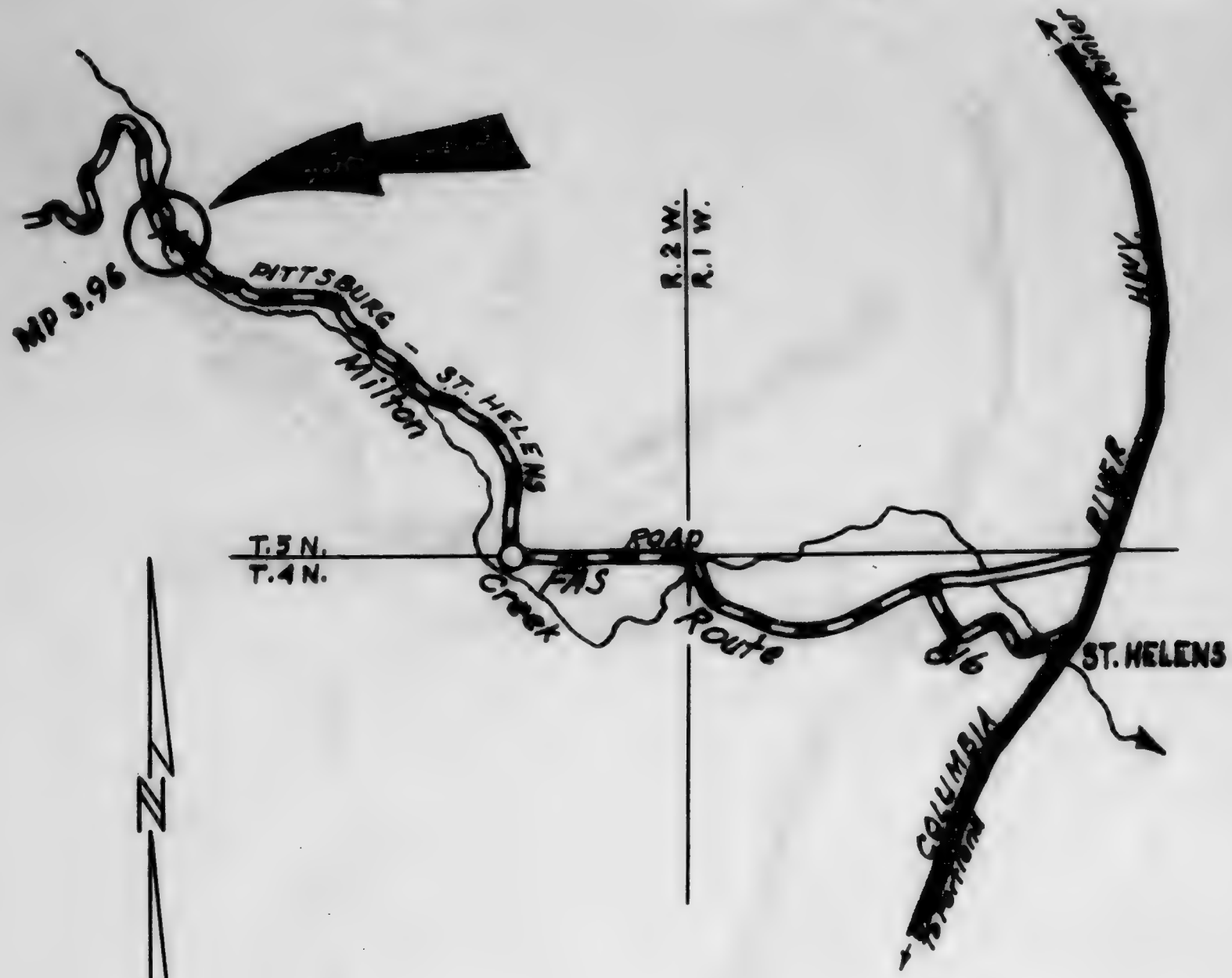
Council of Governments: Not required.

Approved by D.O.T.: 12/18/74.

ADT:	MP 3.96	MP 8.18	DHV:	MP 3.96	MP 8.18
1974	150	850	1974	20	100
1994	300	1,400	1994	40	160

HR:scr

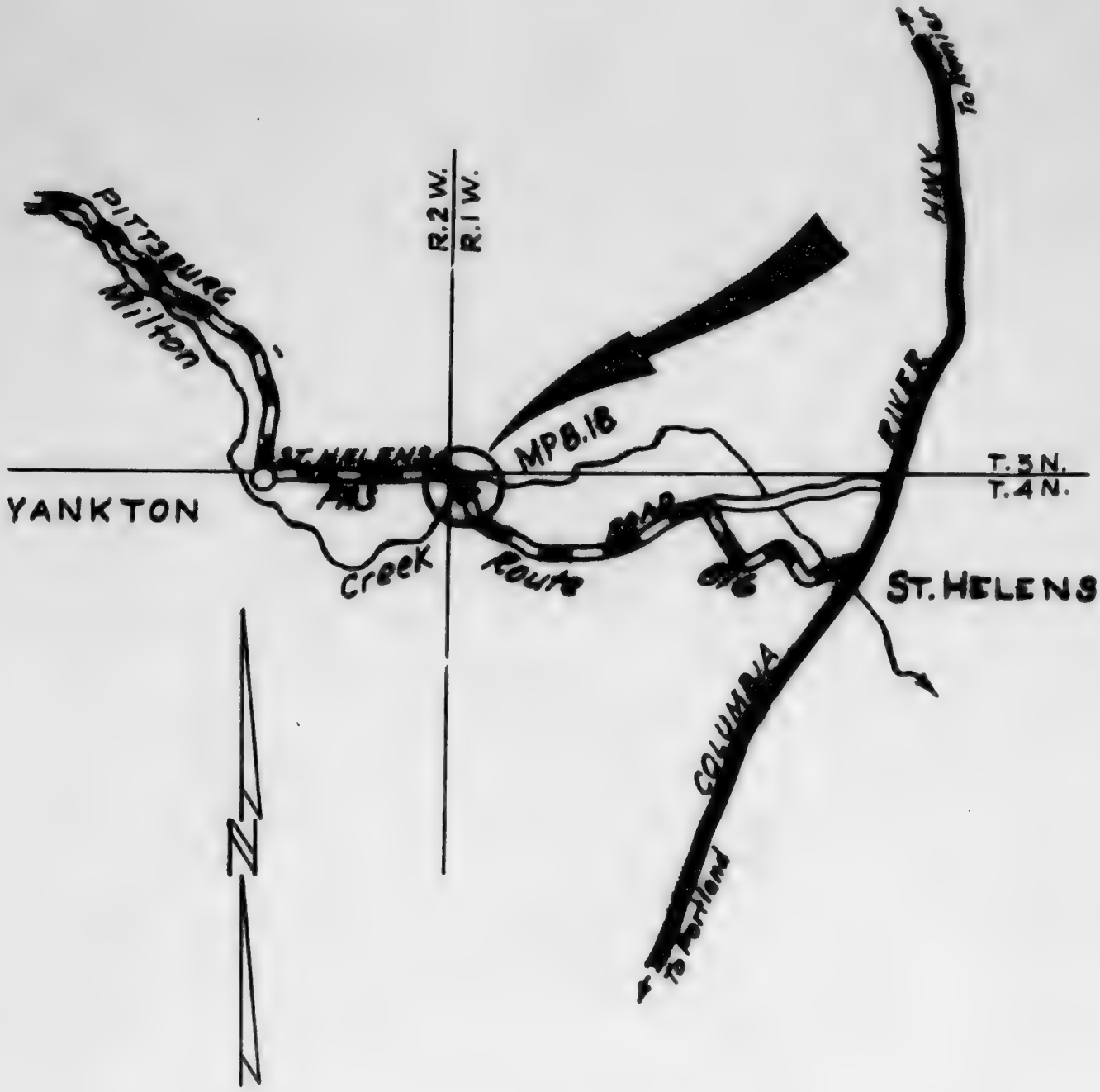
Attachments



MILTON CR. (PITTSBURG-ST. HELENS RD.-MP 3.96) BR. SECT.

PITTSBURG-ST. HELENS RD. FAS 816

Columbia County



MILTON CR. (PITTSBURG-ST. HELENS RD.-MP 8.18) BR. SECT.

PITTSBURG-ST. HELENS RD. FAS 816

Columbia County

Columbia County Road Department
P. O. Box 366 1275 Deer Island Road
St. Helens, Oregon 97051

Phone 503 397-~~XXX~~ 5090

Ser. No.:

Date: August 18, 1975

~~SE~~ RE RME RCE FAE
TE RECEIVED RSM
UE AUG 20 1975 RSC
SO REGION 1 RBI
ENV LOC

Mr. Jon Rose
Regional Federal Aid Engineer
Department of Transportation
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Rose:

Re: Milton Creek Bridge Projects & McDonald Road Project.

The Enviromental Assessment of all three projects have been reviewed and are generally acceptable to Columbia County. The catagory 3 non-major classification is correct and there is no need for further hearing or studies.

Refering to your question #5 in you letter of July 30th, our consultants have already submitted the final designs to bridge office in Salem for their concurrance and approval.

On the Milton Creek Projects the designs are such that there is no work required on the wetted perimeter of the stream providing the project can be bid at a resonable date ealy in the fall.

The McDonald road project has similiar considerations as Milton Creek. The design should preclude any necessity for work in the river. It does not appear that any special restrictions need be incorporated into the job specifications on this project.

If you have any further questions feel free to call me at my office.

Very truly yours:

Sam Hollinger

Sam Hollinger, Roadmaster
COLUMBIA COUNTY ROAD DEPARTMENT

SH/jk

RECEIVED
COUNTY & CITY SECTION
AUG 20 1975
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

PHONE 653-3143

July 30, 1975

Sam Hollinger, Director
Department of Public Works
Columbia County
St. Helens, OR 97051

The Highway Division has completed Environmental Assessment of three projects which would replace four bridges in Columbia County. One bridge carries Old Columbia Highway over Beaver Creek in Clatskanie, one carries McDonald Road over Beaver Creek near Vernonia and two carry the Pittsburg-St. Helens Road over Milton Creek. All have been classified as Category 3 projects of non-major action as defined on Page 49 of the Oregon Action Plan. Since the actions are non-major, the Environmental Assessments serve to document the social and environmental impact and no Negative Declaration will be required.

Would you look over the attached copies of these three assessments and advise us concerning the following items:

1. Have these assessments been reviewed by the appropriate County officials?
2. Does the County agree with the Category 3 non-major classification?
3. Does the County agree that the Environmental Assessments adequately describe the projects and the impacts on the area and that additional study reports are not needed?
4. Does the County feel that there is a need for a public hearing?

JR/b
att

REGION 1
RME FE TE
UE SO REM RSC
LOC FI NOTED JON ROSE

5. After considering the social, economic and environmental effects and the engineering aspects of the projects, does the County wish to request location and design approval from the State?

A letter from the County indicating your desires will allow us to proceed. Please submit through this office.

Jon Rose

JON ROSE
Regional
Federal Aid Engineer

RECEIVED
COUNTY & CITY SECTION
AUG 28 1975
ENGR. GMGR. WE
UPE CE RE RPE

SALEM, OREGON
July 24, 1975

File

Robert H. Prange
Rural Engineer

FAS-C Bridge Projects (4)
FAS 689, 816, and 854
Columbia County

Jon Rose
Region 1, FA Engineer

Attached are two copies each of three environmental assessments which classify the proposed FAS-C structure projects in Columbia as a Category 3, projects of non-major action. This means, according to the Oregon Action Plan, hearings will not be required for the proposed structures.

Since there is no requirement for a hearing for Columbia County's project, unless of course the county feels a need for one, all that is needed now is a letter from the county stating in effect that:

1. The environmental assessments have been reviewed by the county.

2. The county agrees with the Category 3, non-major classifications.

3. Since the environmental assessments adequately describe the projects and the impacts on the area, there is no need for study reports.

4. The county feels there is no need for public hearings.

5. The county has considered the social, economic, environmental effects, and engineering aspects of the projects and does request location and design approval from the State.

RHP:geh

Attachment

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Yao 816
Col. Co

PRO 4-3

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE February 4, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Bulien
Project Management Engineer

Hopkins
Herwell
Holmes
Prange
Unrein

RECEIVED
FEB 7 - 1975
COUNTY
CITY
UNIT

- ☐ Requires Reply
- ☐ Requires Approval
- ☐ Receiver Keep
- ☐ Do not File
- Return To
- Bring Up ___/___/___
- Other

SUBJECT Assessment and Project Category
Milton Creek Bridge Section
Pittsburgh-St. Helens Road
Columbia County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford
Region 1 (E. L. Hardt)
District 2b (J. D. McClure)

APPROVED
E S H
E S Hunter
Date 2-5-75

RECEIVED
FEB 4 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 3, 1975

A. PROJECT IDENTIFICATION RS-381 (-)

Name of Project Milton Creek Bridge Sections (2) M.P.(#1) 8.18 & M.P.(#2) 3.96
(Section)

Location of Project Pittsburgh--St.Helens Road — FAS route 816
(Highway Name) (Highway No., US - ORE)

#1 E. of Yankton
#2 NW (City) of Yankton — Columbia (County) — (Region)

Program FAS-C (Funding) — #1 = $60,000 #2 = $40,000 (Estimated Cost) — FAS 816 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: to replace two bridges of steel stringer and wooden deck construction (#1 has AC overlay over wood deck). Bridges are narrow: #1 width = 19 ft, #2 width = 21 ft. (concrete footings on #2 look OK and might possibly be used for the new structure.)

Origin and History: County requested these projects in November 1974, request dated Nov.1 received by City County Unit Nov.21, 1974.

C. DESCRIPTION OF PROJECT

(Approximate dimensions--subject to change)

Length #1 = 40 ft. # 2=60 ft (replacing 27' and 45' structures respectively)

Termini widths = # 1 30ft, # 2 34 ft.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No additional right-of-way required.

Typical Section Approaches: #1 - 2 lanes, #2 - 2 lanes with gravel shoulders.

Bridge: Roadway width: # 1 = 30 ft, # 2 = 34 ft.

(Approximate dimensions--subject to change)

Structures Bridges: # 1, 30 ft wide, 40 ft long concrete structure.

2, 34 ft wide, 60 ft long concrete structure.

Characteristics (ADT) # 1, 610; # 2, 850 in 1971. Speed 50 to 55 mph.

Other General Information (or Supplemental information to items)

Nearest residences: # 1 @ 100 + ft with driveway, # 2 2-300ft

Engineering to be performed by consulting firm: Oregon Bridge Engineering of Springfield, Ore.

Project Sketch Map is Attached: [XX] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The only alternatives considered, other than the replacement projects which situate the bridges essentially on their present alignments, are the "no-build" options. It would appear that "no-build" is the less desirable option considering the width of the wooden existing structures. Replacement options offer increased safety.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [XX] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [XX] Not Required [ ] Required

Coordinate project with Fish and Wildlife Commissions and with DEQ re: water quality

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Site # 1 is in a relatively clear area with no trees in the immediate vacinity of the bridge. Soil is clayey loam on the banks requiring care in construction and demolition activities to prevent increasing stream turbidity..

2 site is in a fairly open alder stand, but with no trees in the immediate vacinity of the structure. Stream bed here is gravel and water quality is exceptionally good, clear allowing easy visibility to the stream bottom. Gravels show lower turbidity potential than soils at site # 1, but caution is again advised to maintaim water quality.

Fish Commission (Mr. Carnegie, Water Quality Section) reports good runs in Milton Creek of Cutthroat, Steelhead, and Coho. The Commission recommends that construction of any berms or cofferdams which might be necessary as well as demolition of the old structure be limited to the period between June 1 and October 15 to prevent potential damage to fish in the stream.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Nearest Residences: Site # 1 @ 100 ft +, Site # 2 @ 2 to 300 ft. Land use will not change as a result of the projects, noise and air quality are expected to remain at their present favorable levels, aesthetics should not be significantly affected by the projects. Electric utility involved in both projects, water utility involved in project # 2 only.

Net cultural impact should be improved safety due to wider structures.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No new right-of-way required

Consequences:

Status Quo

2. Estimated Changes in Traffic Patterns:

No changes in traffic patterns anticipated

Consequences:

Status Quo

3. Estimated Changes in Land Use:

No changes in land use expected to result from the projects

Consequences:

Status Quo

4. Expected Adverse Effects on Natural Ecological Resources:

Care in Construction and Demolition should minimize impacts on the stream. Activities such as pier and cofferdam construction and old bridge demolition which might affect the stream are restricted to the period between June 1 and Oct. 15.

Consequences:

Incorporate time restrictions into Job Specifications so that consequences are not significant.

5. Expected Adverse Effects on Cultural and Scenic Resources:

No adverse impacts expected on cultural or scenic resources.

Consequences:

Status Quo

6. Preliminary Identification of Areas of Critical Environmental Concern:

Maintain water quality as required by Section 107.08 of the Standard Specifications for Highway Construction.

7. Potential for Controversial Issues:

If water quality is maintained, and the surrounding terrestrial is not unduly damaged, no controversy should arise.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

According to Chapter I of Title 23 CFR, Part 771, these projects are deemed non-major actions.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE March 20, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Beaver Creek Bridge Section
Old Columbia Highway
Columbia County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2a : W. W. Geibel

APPROVED
E.S.H.
E. S. Hunter
Date 3-20-75

RECEIVED
COUNTY & CITY SECTION
APR 2 - 1975
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

RECEIVED
MAR 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MAR 24 1975

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 2/20/75

A. PROJECT IDENTIFICATION

Name of Project Beaver Creek Bridge Section (Section) RS-601(-)

Location of Project Old Columbia Hwy (Highway Name) FAS 689 (Highway No., US - ORE)

Clatskanie (City) Columbia (County) 2 (Region)

Program FAS - C (Funding) $80,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of the project is to construct a reinforced concrete bridge in order to improve safety and driving conditions.

Origin and History:

C. DESCRIPTION OF PROJECT

Length Approximately 85 feet x 34 feet bridge station

Termini M. P. 6.04

Legal description - Sec. 3 T7N R4W

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) It is not anticipated that the present proposal would require right-of-way. However, conditions could arise where minimal amount of ROW might be necessary.

Typical Section Two lanes, shoulders, no sidewalk or bike path.

Structures The bridge will be a reinforced concrete structure with a 34 foot roadway.

Characteristics (ADT) M.P. 6.04 230 ADT (73)

Other General Information (or Supplemental information to items) The county will close roads and maintain detour, perform minor construction needs, and stripe the new construction. No utilities are supported by the bridge.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None identified. The Transportation objective and environment is best served by replacing existing structure in existing right of way.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Likely Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Likely Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Beaver Creek Bridge is located in the foothills of the coastal mountains approximately three miles from the south bank of the Columbia River. The bridge crosses Beaver Creek on the 40 foot elevation contour. Beaver Creek flows north from the coastal mountains into a low diked, marshy area on the Columbia River. Vegetation in the immediate area is basically pine trees and undergrowth native to the area. Land along the highway or creek bed is cleared of trees.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The route travels through a rural area. Farms and homes characterize the landscape. Agriculture and logging are the prime employment factors. Land use near the bridge is agricultural. A power line right-of-way parallelsthe highway approximately 2,000 feet to the east. Air and noise esthetics do not appear to play a part in the areas cultural environment.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None anticipated.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   Traffic patterns would not be changed.

   Consequences:

3. Estimated Changes in Land Use:
   Land use would not change.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   Some minimal adverse effects due to construction in and near the stream bed could result. Long term effects are not anticipated. Standard specifications and Fish Commission regulations will be in effect.

   Consequences:

   Appropriate construction methods will reduce adverse effects.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   No adverse effects on the cultural or scenic resources are anticipated.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:
   Critical environmental concerns are not evident.

7. Potential for Controversial Issues:
   Controversial issues are not evident.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a nonmajor action.

8300

8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 BR 3128A

August 20, 1975

Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, OR 97477

Gentlemen:

Foundation Investigation
Beaver Creek Bridge, No. 3128A
Old Columbia River Hwy., FAS 689
Columbia County

Today John Marks personally gave to D. H. Beachy two copies of the Foundation Investigation Report and a xerox vellum of the Foundation Data Sheet, Drawing 30851, for Beaver Creek Bridge, No. 3128A, in Columbia County. Contained in the report are the narration, photographs, original Field and Bridge Foundation Exploration logs, Foundation Data Sheet, maps and other information pertinent to this project.

Samples of subsurface material are available for inspection at the Region 1 Geologist's office, 9200 S. E. McLoughlin Blvd., Milwaukie, Oregon.

If we may be of further assistance, please let us know.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. ELLISON

R. W. Ellison
Bridge Administration Engineer

JRM:dh

CC E. L. Hardt
C. N. Harwell

RECEIVED
COUNTY & CITY SECTION
AUG 26 1975
☑ ENGR. ☐ GEOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

8300

8

Columbia County Road Department
P. O. Box 366 1275 Deer Island Road
St. Helens, Oregon 97051

Phone 503 397-XXX 5090

Ser. No.:

Date: August 18, 1975

SO RE RME RCE LE
RECEIVED
RSM
RSC
RBI
LOC

Mr. Jon Rose
Regional Federal Aid Engineer
Department of Transportation
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Rose:

Re: Milton Creek Bridge Projects & McDonald Road Project.

The Enviromental Assessment of all three projects have been reviewed and are generally acceptable to Columbia County. The catagory 3 non-major classification is correct and there is no need for further hearing or studies.

Refering to your question #5 in you letter of July 30th, our consultants have already submitted the final designs to bridge office in Salem for their concurrance and approval.

On the Milton Creek Projects the designs are such that there is no work required on the wetted perimeter of the stream providing the project can be bid at a resonable date ealy in the fall.

The McDonald road project has similiar considerations as Milton Creek. The design should preclude any necessity for work in the river. It does not appear that any special restrictions need be incorporated into the job specificatiqns on this project.

If you have any further questions feel free to call me at my office.

Very truly yours:

Sam Hollinger

Sam Hollinger, Roadmaster
COLUMBIA COUNTY ROAD DEPARTMENT

SH/jk

RECEIVED
COUNTY & CITY SECTION
AUG 22 1975
☑ ENGR. ☐ GEOL. ☐ OE ☐ TE ☐ DE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

8304

May 12, 1975

Board of Commissioners
Columbia County
Courthouse
St. Helens, OR 97051

MISC. CONTRACTS and
AGREEMENTS No. 5307

Attention: Roy A. Nelson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a Consultant Agreement covering the survey and plans for the two bridges over Milton Creek on Pittsburgh-St. Helens Road, FAS 816, and the bridge over Beaver Creek on McDonald Road, FAS 854, in Columbia County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

Att.

bc Don Harwell (agree. att.)

OREGON STATE HIGHWAY DIVISION

Form A-101—(11-71)
SP*67804-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Columbia County Board of Commissioners

Courthouse

St. Helens, Oregon 97051

Attention of

Request No. (assigned by staff engineer or head of section) oc-1472

Date May 2, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: ADVANCE DEPOSIT $450.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the Beaver Creek Bridge on McDonald Road, FAS 854		350.00
		TO BE RETAINED		$100.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $450.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 505-1917-900

Submitted by: Harold Reynoldson, Rural Program Engr.

Approved: Robert Prange, Rural Engr[illegible]

Approved:

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8300

43

May 12, 1975

Board of Commissioners
Columbia County
Courthouse
St. Helens, OR 97051

Attention: Roy A. Nelson
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5284

Gentlemen:

Attached for your records is a fully executed copy of a Consultant Agreement covering the survey and plans for the bridge over Beaver Creek on the Old Columbia River Highway, FAS 689, in Columbia County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

Att.

bc Don Harwell (agree. att.)

fas 689
Col. Co

For valuable consideration, Columbia County hereby assigns to Oregon Bridge Engineering Company any payments due the County from the Oregon State Highway Division in connection with the preliminary engineering costs incurred by Oregon Bridge Engineering Company during the preliminary engineering of the Beaver Creek Bridge on the Old Columbia River Highway, FAS 689 in Columbia County.

Dated this 30 day of April, 1975.

COLUMBIA COUNTY, by and through its Board of Commissioners

By _____ Chairman

By _____ Commissioner

By _____ Commissioner

RECEIVED
COUNTY & CITY SECTION
MAY 7 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☒

Copy to:- Dick Hacek

MONTHLY TRANSACTION NO. 4-122 | FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No. 4-122

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	4-22-75

BY (Signature): L. W. Rulien's April 17, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 39 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
39	RS-601(1)	0.04	6,500	5,050	Beaver Bridge Section Columbia County State of Oregon	Preliminary Engineering FAS L89

RECEIVED
COUNTY & CITY SECTION
APR 24 1975
☑ ENGR. ☐ COOR. ☑ CE ☒ RE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-22-75	C R Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-45 (Rev. 8-71)

GPO 915-890

Budget Bureau No. 41-R2067; Approv

U.S. DEPA BUR

MONTHLY TRANSACTION NO. 4-122

DATE SUBMITTED TO H.Q. APR 22 1975

FORM PR-1 (REV. 4-61)

April 17, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1	Co. Rd., 2 mi. N.E. of Clatskanie	ADT	400*	600	95	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ
	Preliminary Engineering						A-1		RS-	601	(1

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Rural Secondary	Columbia	007

NAME OF URBAN AREA: ---

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	689	Co.Rd.	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	19	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5	10			1	PE	3	Co.Rd., 2 mi. N.E. of Clatskanie	0.04	6,500	5,050	725	725(Co)
5					ROW							
5					CONST (CODE)		"Beaver Bridge Section"					
							PROJECT TOTALS	0.04	6,500	5,050	725	725(Co)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

APR 22 1975

FHWA OREGON DIVISION

REMARKS

*DHV - 50

RECEIVED
COUNTY & CITY SECTION
APR 24 1975
ENGR. COOR. ROW AE UE
UPE CE RE RPE

P.E
clu
pre
(Fu
exi
a r
bri
Len
ROW
Acc
Par

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

'4-122

APR 22 1975

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 17, 1975

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 2 mi. N.E. of Clatskanie	ADT	400*	600	95	10	Oregon	41	075	39

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
y Engineering						A-1		RS-	601	(1)		

	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Columbia	007	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	689	Co.Rd.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	Co.Rd., 2 mi. N.E. of Clatskanie	0.04	6,500	5,050	725	725(Co)	P.E. all phases including PS & E preparation. (Future const. on existing alignment of a reinforced concrete bridge & approacnes. Lengtn approx. 84'. ROW - 60' normal. Access Control - None. Parking Restrictions- None.
ROW								
CONST (CODE)		"Beaver Bridge Section"						
	PROJECT TOTALS		0.04	6,500	5,050	725	725(Co)	

RECEIVED
COUNTY & CITY SECTION
APR 24 1975
☐ ENGR. ☐ GOOR. ☐ LUE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

APPROVAL DATES

2 1975

ON DIVISION

REMARKS

*DHV - 50

(over)

USCOMM DUSCOMM-DC 46908-P61

REMARKS: Cont'd.

EXISTING FACILITY: Roadway---20' AC surface with 2' gravel shoulders.
Structure---Five-span pile trestle bridge; length 90'; H.C. 27'-3".

ADJACENT SECTIONS: E. End---20' AC surface with 2' gravel shoulders.
W. End---20' AC surface with 2' gravel shoulders.

PROJECT DATA: Work under this project consists of all phases of preliminary engineering including PS & E preparation for future construction on existing alignment of a reinforced concrete bridge, length of approximately 85' with horizontal clearance of 34', and grade and pave approaches.

It is the present intention to have the P.E. performed by the consultant firm of "Oregon Bridge Engineering Company", with supervision and contracting by State Forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required

Exceptions to Minimum Design Standards: None

Public Hearings: Not required under provisions of FHPM 7-

Location/Design Approval: Will be granted under provision
Secondary Road Plan.

FHPM 7-7-2 Requirements: Non-major action project concurr
by FHWA March 10, 1975.

IM 50-1-70 Requirements: Exempt from State and District 2
house A-95 review under working agreements dated April 28,
October 26, 1970, respectively.

Route Data: Local farm-to-market road, mail and school bu

NOTE: This project is in Congressional District No. 1.

Beaver Bridge Section
Project No. RS-601(1)

nt'd.

CILITY: Roadway---20' AC surface with 2' gravel shoulders.
Structure---Five-span pile trestle bridge; length 90'; H.C. 27'-3".

CTIONS: E. End---20' AC surface with 2' gravel shoulders.
W. End---20' AC surface with 2' gravel shoulders.

: Work under this project consists of all phases of engineering including PS & E preparation for future on existing alignment of a reinforced concrete bridge, proximately 85' with horizontal clearance of 34', and ve approaches.

esent intention to have the P.E. performed by the con- of "Oregon Bridge Engineering Company", with supervision ing by State Forces.

n, Airports, Railroads, Water Developments, Historical onal Areas: None involved.

Additional Right-of-Way: None required

Exceptions to Minimum Design Standards: None

Public Hearings: Not required under provisions of FHPM 7-7-5 par. 6c.

Location/Design Approval: Will be granted under provisions of the Secondary Road Plan.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA March 10, 1975.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 26, 1970, respectively.

Route Data: Local farm-to-market road, mail and school bus route.

NOTE: This project is in Congressional District No. 1.

Salem, Oregon

April 10, 1975

Mr. D. W. Swan
Project Management Section

Robert H. Prange
Rural Engineer
County-City Unit

FAS Program Request

County: Columbia Section: Beaver Creek (Old Columbia River Highway) Bridge Section, FAS 689

Termini: Within the city limits of the City of Clatskanie, approximately four miles northeast of junction with FAP-1.

Proposed Work: Preliminary engineering for bridge.

Project Length: Approximately 85 feet.

Costs:

	Total	Federal	State	County
Construction	~~$4,409~~ 650.	~~$3,432~~ $3,070	~~$ 484~~ 715	~~$484~~ 715

Existing Facilities: Five-pile trestle ~~span~~ bridge 90 feet long with a 27 ft. 3 in. roadway. Approach on either side has two 10-foot A.C. travel lanes with 2-foot gravel shoulders.

Adjacent Sections: East End:
West End: Two 10-foot A.C. travel lanes with 2-foot gravel shoulders.

Project Data: Perform all preliminary engineering including field survey, design and other associated work for a bridge with a 34-foot roadway. Also included will be the approaches and connections. Engineering to be done by a consulting engineering firm. (Oregon Bridge Engineering Company)

Right-of-Way: 60 feet.

Access Control: None.

Railroad Crossing: None.

Minimum Design Standards: No deviation from standards.

System Action: Completed.

Unusual or complicated Situations: None.

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

Route Data: Farm-to-market road and is a school bus and mail route.

Hearing Certification: None.

Public Hearing: Not required.

Park and Recreation Area Affected: No park involved.

Relocation Assistance: No one moved.

Social, Economic, and Environmental Effects Considered: Yes. Assessment approved 3/20/75.

Clearinghouse Approved: Exempt, category 3 project, non-major.

ADT:	DHV:
1975 - 400	1975 - 50
1995 - 600	1995 - 70

HR:scr

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8300

8

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67008-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051
Attention of

Request No. (assigned by staff engineer or head of section) cc-1471

Date May 2, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement:

ADVANCE DEPOSIT $1,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the two bridges over Milton Creek on Pittsburgh-St. Helens Rd., FAS 816		800.00
		TO BE RETAINED		$ 200.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 1,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
505-1918-900

Submitted by:
Harold Reynoldson, Rural Program Engr.

Approved:
Robert Prange, Rural Engr XXXXXXXXX
Regional Engineer

Approved:

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

fas 816 + 854
Col. Co.

For valuable consideration, Columbia County hereby assigns to Oregon Bridge Engineering Company any payments due the County from the Oregon State Highway Division in connection with the preliminary engineering costs incurred by Oregon Bridge Engineering Company during the designing of the two bridges over Milton Creek on Pittsburgh-St. Helens Road, FAS 816 and the bridge over Beaver Creek on McDonald Road, FAS 854 in Columbia County.

Dated this 28 day of April, 1975.

COLUMBIA COUNTY, by and through its Board of Commissioners

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

RECEIVED
COUNTY & CITY SECTION
APR 29 1975
☑ ENGR. ☐ COOR. ☐ uE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Copy to:- Dick Hacek

Robert W. Straub

April 17, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-601(1)

We are submitting program data for one Rural Secondary Project, Item No. 39, Project No. RS-601(1), "Beaver Bridge Section", which we desire to have included in the Federal Aid Rural Secondary Highway Program.

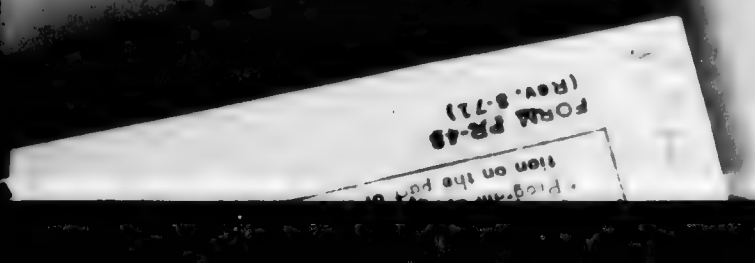
This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

It is the present intention to perform the Preliminary Engineering work under consultant agreement with the "Oregon Bridge Engineering Company", with required supervision and construction contracting by Highway Division forces. One copy of the consultant agreement is attached for your information.

We request, concurrent with approval of the program, authorization to proceed with all phases of the preliminary engineering work.

Att.

CL:ljt



Transaction No. 4-122

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-22-75

BY (Signature): L. W. Rulien's April 17, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 39 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
39	RS-601(1)	0.04	6,500	5,050

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Beaver Bridge Section Columbia County State of Oregon	Preliminary Engineering

RECEIVED
STATE HWY ENGR
APR 24 '75
REFER TO Hunter
FOR
Bdg. | Inves. | R/D | D/R | Sgn. | Misc.

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering

4-24-75
ORIGINAL TO
L. W. Rulien

RECEIVED
APR 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-22-75	C K Bengtsdt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds for shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

4-22-75
4-22-75
63 mo

F.15 816 K 854 Ord.

Transaction numbers 4-55 and 4-56

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-8-75

BY (Signature): Mr. Rulien's March 27, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 37 THRU 38

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (Location)	(Work)
37	RS-381(2)	0.19	10,000	7,800	Milton Creek Bridges Columbia County-State of Oregon.	Preliminary Engineering
38	RS-394(2)	0.01	5,000	3,900	Beaver Creek (McDonald Road) Bridge Section Columbia County-State of Oregon.	Preliminary Engineering

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering.

RECEIVED
COUNTY & CITY SECTION
APR 10 1975
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 4-8-75	SIGNATURE AND TITLE C R Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 913-690

Fas 894-C(2)

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO. 4-56

DATE SUBMITTED TO H. Q. APR 8 1975

FORM PR-1 (REV. 4-61)

3-27-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	ST. CO.
CARD 2	1	Co. Rd. Approximately 5.5 mi. S.W. of Vernonia	ADT	50*	100	95	10	Oregon	

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FA ROUTE NO.	SUFX	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
CARD 3	Preliminary Engineering						A-1		RS-	394	

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	Rural Secondary	Columbia	007

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
- -	S	854	Co. Rd.	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1							Co. Rd. Approximately 5.5 mi. S.W. of Vernonia					
5	10			1	PE	3		0.01	5,000	3,900	550	550 (Co.)
5					ROW							
5					CONST (CODE)		"Beaver Creek (Mc Donald Road) Bridge Section"					
							PROJECT TOTALS	0.01	5,000	3,900	550	550 (Co.)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES: APR 8 1975

FHWA OREGON DIVISION

*DHV 10

REMARKS

RECEIVED
COUNTY & CITY SECTION
APR 10 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

P.E
inc
pre

(Fu
exi
for
bri
L-5

ROW
Acc
no
Par
no

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

4-56

APR 8 1975

FORM PR-1 (REV. 4-61)

3-27-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces): Co. Rd. Approximately 5.5 mi. S.W. of Vernonia

ADT | PRESENT: 50* | FUTURE: 100 | YEAR: 95 | REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: 075 | ITEM NO.: 38

PROPOSED WORK (25 typewriter spaces): nary Engineering | NATL. FOREST | EMERG. YR.: A-1 | PL. AUTH YR. | PROJECT NUMBER: PREFIX LETTER(S): RS- | NUMBER: 394 | SEQ. NO.: (2) | T. Projects Only: POST M. | DESIG.

FUNDS: Rural Secondary

COUNTY NAME: Columbia | CODE: 007

AREA: - -

ROUTE NO.: S | FEDERAL-AID: 854 | STATE: Co. Rd. | U.S. | PROGRAM STAGE: [ ] 1 OR [X]

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	Co. Rd. Approximately 5.5 mi. S.W. of Vernonia	0.01	5,000	3,900	550	550 (Co.)	P.E. all phases including PS & E preparation
ROW								(Future Const. on existing of reinforced concrete bridge and approaches L-50')
CONST (CODE)		"Beaver Creek (Mc Donald Road) Bridge Section"						ROW - 60' normal; Access Control - none; Parking Restrictions- none.
		PROJECT TOTALS	0.01	5,000	3,900	550	550 (Co.)	

RECEIVED
COUNTY & CITY SECTION
APR 10 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PREPARED BY

PROGRAM APPROVAL DATES
APR 8 1975

FHWA OREGON DIVISION

*DHV 10

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

BEAVER CREEK (MC DONALD ROAD) BRIDGE SECTION

PROJECT NO. RS-394(2)

Existing Facility:

Bridge 53' timber pile trestle with a horizontal clearance of 15'.

Note: This project is in Congressional District No. 1.

Adjacent Sections

Roadway is 12-foot gravel surface with no shoulders.

Project Data: Work under this project consists of all phases of preliminary engineering including PS & E preparation for the future construction of a reinforced concrete bridge approximately 50' in length with a horizontal clearance of 30' to replace the existing narrow bridge.

It is the present intention to have the P.E. performed by the consultant firm of "Oregon Bridge Engineering Company", with the required supervision and contracting by State Forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

Exceptions to Minimum Design Standards: None

Public Hearings: Not required under the provisions of FHPM 7-7-5 para. 6C.

Location/Design Approval: Will be granted under provisions of the Secondary Road Plan.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA January 27, 1975.

A-95 Review: Exempt from State and District 2 Clearinghouse A-95 review under working agreements of April 28, 1970 and October 16, 1970 respectively.

Route Data: Local farm-to-market road, mail and school bus route.

BEAVER CREEK (MC DONALD ROAD) BRIDGE SECTION

PROJECT NO. RS-394(2)

Existing Facility:

Bridge 53' timber pile trestle with a horizontal clearance of 15'.

Adjacent Sections

Roadway is 12-foot gravel surface with no shoulders.

Note: This project is in Congressional District No. 1.

Project Data: Work under this project consists of all phases of preliminary engineering including PS & E preparation for the future construction of a reinforced concrete bridge approximately 50' in length with a horizontal clearance of 30' to replace the existing narrow bridge.

It is the present intention to have the P.E. performed by the consultant firm of "Oregon Bridge Engineering Company", with the required supervision and contracting by State Forces.

stem Action, Airports, Railroads, Water Developments, Historical and creational Areas: None involved.

ditional Right-of-Way: None required.

ceptions to Minimum Design Standards: None

blic Hearings: Not required under the provisions of FHPM 7-7-5 para. 6C.

ation/Design Approval: Will be granted under provisions of the Secondary d Plan.

M 7-7-2 Requirements: Non-major action project concurred in by FHWA uary 27, 1975.

/Review: Exempt from State and District 2 Clearinghouse A-95 review working agreements of April 28, 1970 and October 16, 1970 respectively.

Data: Local farm-to-market road, mail and school bus route.

Transaction numbers 4-55 and 4-56

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	4-8-75

BY (Signature): Mr. Rulien's March 27, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 37 THRU 38

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
37	RS-381(2)	0.19	10,000	7,800	Milton Creek Bridges Columbia County-State of Oregon.	Preliminary Engineering FAS 816
38	RS-394(2)	0.01	5,000	3,900	Beaver Creek (McDonald Road) Bridge Section Columbia County-State of Oregon.	Preliminary Engineering FAS 854

RECEIVED
COUNTY & CITY SECTION
APR 27 1975
☑ ENGR. ☐ COOR. ☑ UE ☑ LE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

RECEIVED
STATE HWY ENGR
APR 10 '75
REFER TO
Hunt
FOR
INFO R/D D/R FILE

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering.

RECEIVED
APR 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
D E SWAN

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-8-75	C R Burghardt G. L. Green, Division Engineer for

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-48
(Rev. 8-71)

GPO 915-690

BEN GIFFORD

Budget Bureau No. 41-R2067; Appr

MONTHLY TRANSACTION NO. 4-55

DATE SUBMITTED TO F.H.W.A. APR 8 1975

FORM PR-1 (REV. 4-61)

3-27-75

U.S. DEPA BU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (10) (20)	Co. Rd. 2.0 mi. & 6.1 mi. W. of St. Helens 21 68	ADT	See back (66) (70)	See back	95 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SE
CARD 3	Preliminary Engineering 29 62	(63) (65)	(66) (68)	(69)	(70)	(71)	A-1 (72) (73)	(74) (75)	RS- 14 23	381 7	

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 0	Rural Secondary	Columbia	007 (16)
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 816 (32)	STATE Co. Rd. (36) (37)	U.S. (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1-4 5)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10	9		1	PE	3	Co. Rd. 2.0 mi. & 6.1 mi. West of St. Helens	0.19	10,000	7,800	1,100	1,100 (Co.)
5					ROW							
5					CONST (CODE)		"Milton Creek Bridges"					
							PROJECT TOTALS	0.19	10,000	7,800	1,100	1,100 (Co.)

RECEIVED
COUNTY & CITY SECTION
APR 10 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

APR 8 1975

FHWA OREGON DIVISION

(18) (23) (24) (39) REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

4-55

APR 8 1975

FORM PR-1 (REV. 4-61)

3-27-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd. 2.0 mi. & 6.1 mi. W. of St. Helens	ADT	See back	See back	95	10	Oregon	41	075	37

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ineering						A-1		RS-	381	(2)		

ural Secondary	COUNTY NAME: Columbia	CODE 007	PROGRAM STAGE: 1 [ ] OR [X]
	ROUTE NO. S	FEDERAL-AID 816	STATE Co. Rd.	U.S.

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
	3	Co. Rd. 2.0 mi. & 6.1 mi. West of St. Helens	0.19	10,000	7,800	1,100	1,100 (Co.)	P.E. all phases including PS & E preparation.
W								(Future const. on existing alignment of 2 reinforced concrete bridges lengths of 40' & 60')
NST		"Milton Creek Bridges"						ROW - 60' normal; Access Control - None; Parking Restrictions None.
		PROJECT TOTALS	0.19	10,000	7,800	1,100	1,100 (Co.)	

RECEIVED
COUNTY & CITY SECTION
APR 10 1975
☐ ENGR. ☐ CGOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OVAL DATES
975

REMARKS

DIVISION

-over-

USCOMM DUSCOMM-DC 48908-P61

MILTON CREEK BRIDGES

PROJECT NO. RS-381(2)

Existing Facility:

Structure at MP 3.96 is steel "I" beam with wooden back length of 27 feet and horizontal clearance of 19 feet.

Structure at MP 8.18 is steel "I" beam with wooden deck length of 45 feet and horizontal clearance of 21 feet.

Adjacent Sections:

Roadway is 18-foot oil mat surface with 4-foot gravel shoulders.

Project Data: Work under this project consists of all phases of preliminary engineering including PS & E preparation for the future construction of two reinforced concrete bridges approximately 40 foot and 60 foot in length with horizontal clearances of 34 feet to replace existing narrow bridges.

It is the present intention to have the P.E. performed by the consultant firm of "Oregon Bridge Engineering Company", with the required supervision and contracting by State Forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

Exceptions to Minimum Design Standards: None

Public Hearings: Not required under the provisions of FHPM 7-7-5 para. 6C.

Location/Design Approval: Will be granted under provisions of the Secondary Road Plan.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA January 21, 1975.

A-95 Review: Exempt from State and District 2 Clearing review under working agreements of April 28, 1970 and O 1970 respectively.

Route Data: Local farm-to-market road, log hauling, ma school bus route.

Note: This project is in Congressional District No. 1

* Traffic Data

	ADT	
	1975	1995
MP 3.96	150	300
MP 8.18	850	1,400

MILTON CREEK BRIDGES

PROJECT NO. RS-381(2)

ity:

ucture at MP 3.96 is steel "I" beam with wooden back length
7 feet and horizontal clearance of 19 feet.

ucture at MP 8.18 is steel "I" beam with wooden deck length
5 feet and horizontal clearance of 21 feet.

ions:

way is 18-foot oil mat surface with 4-foot gravel shoulders.

Work under this project consists of all phases of preliminary
cluding PS & E preparation for the future construction of two
ncrete bridges approximately 40 foot and 60 foot in length with
earances of 34 feet to replace existing narrow bridges.

is the present intention to have the P.E. performed by the
rm of "Oregon Bridge Engineering Company", with the required
nd contracting by State Forces.

, Airports, Railroads, Water Developments, Historical and
Areas: None involved.

ght-of-Way: None required.

Minimum Design Standards: None

gs: Not required under the provisions of FHPM 7-7-5 para. 6C.

gn Approval: Will be granted under provisions of the Secondary

quirements: Non-major action project concurred in by FHWA
975.

A-95 Review: Exempt from State and District 2 Clearinghouse A-95 review under working agreements of April 28, 1970 and October 16, 1970 respectively.

Route Data: Local farm-to-market road, log hauling, mail and school bus route.

Note: This project is in Congressional District No. 1.

* Traffic Data

	ADT		
	1975	1995	DHV
MP 3.96	150	300	20
MP 8.18	850	1,400	100

Transaction numbers 4-35 and 4-36

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4-8-75
BY (Signature)
TITLE: Project Management Engineer

Mr. Rulien's March 27, 1975 letter

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU XX FAS ☐ OTHERS

STAGE I† ITEM NOS. ____ THRU ____

STAGE II ITEM NOS. 37 THRU 38

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
37	RS-381(2)	0.19	10,000	7,800
38	RS-394(2)	0.01	5,000	3,900

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Milton Creek Bridges Columbia County-State of Oregon.	Preliminary Engineering
Beaver Creek (McDonald Road) Bridge Section Columbia County-State of Oregon.	Preliminary Engineering

REMARKS (Follow)

You are authorized to proceed with all phases of preliminary engineering.

RECEIVED
STATE HWY ENGR
APR 10 '75
REFER TO
FOR

RECEIVED
APR 10 1975
OFFICE OF

4-14-75
ORIGINAL TO
Lee Eubanks

DATE | SIGNATURE AND TITLE

DATE 4-9-75 | APPROVED SIGNATURE AND TITLE: R. L. Bennett, Division Engineer

† Program approval and authorization to proceed with a Stage I project shall not constitute any commitment of Federal funds nor shall it be referred to as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FHWA-20-20
(Rev. 8-74)

300

PRO-6-2

Robert W. Straub
XXXXXXXXXX

March 27, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission

We are submitting program data for two Rural Secondary preliminary engineering projects, Item Nos. 37 and 38, which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

These projects have been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

It is the present intention to perform the Preliminary Engineering work under consultant agreement with the "Oregon Bridge Engineering Company" with required supervision and construction contracting by Highway Division Forces. Two copies of the consultant agreement with "Oregon Bridge Engineering Company" are enclosed for your information.

We further request concurrent with approval of the program authorization to proceed with all phases of the preliminar engineering work.

CL:vm

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-01)

3-27-75

Budget Bureau No. 41-R206

U.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (10)–(20): 1 — PROJECT LOCATION (45 typewriter spaces) (21–65): Co. Rd. 2.0 mi. & 6.1 mi. W. of St. Helens

ADT — PRESENT: See back — FUTURE (66): See back — YEAR (70)(71)(72): 95 — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (20–52): Preliminary Engineering — NATL. FOREST (63)(68): — FH ROUTE NO. (66)(69): — SUPV AGCY (80): — DA CLASSIF. (70): — DA AREA (71): — EMERG. YR. (72)(73): — PL. AUTH YR (74)(75): — PROJECT NUMBER: PREFIX LETTER (8): RS- (14–28) — NUMBER (7): 381

CARD 5 — CLASS OF FEDERAL FUNDS: Rural Secondary — NAME OF URBAN AREA (17–31): — COUNTY NAME: Columbia — Co

ROUTE NO.: S — FEDERAL-AID: 816 (32) — STATE: Co. Rd. (36)(37) — U.S.

CARD 5	LINE NO. (14–18)	CHANGE CODE (19)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54–58)	TOTAL ESTIMATED COST (59–66)	FEDERAL FUNDS (67–70)	STATE FUNDS	OTHER FUNDS
1	(14-18)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		Co. Rd. 2.0 mi. & 6.1 mi. West of St. Helens	0.19	10,000	7,800	1,100	1,100 (Co.)
5					ROW							
5					CONST (CODE)		"Milton Creek Bridges"					
							PROJECT TOTALS	0.19	10,000	7,800	1,100	1,100 (Co.)

ESTIMATED PROJECT COST BY PHASES

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

(18) (23) (24) (29) REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

3-27-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd. 2.0 mi. & 6.1 mi. W. of St. Helens	ADT	See back	See back	95	10	Oregon	41	075	37

ID WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Engineering								RS-	381	(2)		

Rural Secondary

COUNTY NAME: Columbia — CODE: 007

ROUTE NO. S: FEDERAL-AID 816 — STATE: Co. Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd. 2.0 mi. & 6.1 mi. West of St. Helens	0.19	10,000	7,800	1,100	1,100 (Co.)	P.E. all phases including PS & E preparation.
ROW								(Future const. on existing alignment of 2 reinforced concrete bridges lengths of 40' & 60')
CONST (CODE)		"Milton Creek Bridges"						ROW - 60' normal; Access Control - None; Parking Restrictions None.
		PROJECT TOTALS	0.19	10,000	7,800	1,100	1,100 (Co.)	

APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

MILTON CREEK BRIDGES

PROJECT NO. RS-381(2)

Existing Facility:

Structure at MP 3.96 is steel "I" beam with wooden back length of 27 feet and horizontal clearance of 19 feet.

Structure at MP 8.18 is steel "I" beam with wooden deck length of 45 feet and horizontal clearance of 21 feet.

Adjacent Sections:

Roadway is 18-foot oil mat surface with 4-foot gravel shoulders.

Project Data: Work under this project consists of all phases of preliminary engineering including PS & E preparation for the future construction of two reinforced concrete bridges approximately 40 foot and 60 foot in length with horizontal clearances of 34 feet to replace existing narrow bridges.

It is the present intention to have the P.E. performed by the consultant firm of "Oregon Bridge Engineering Company", with the required supervision and contracting by State Forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

Exceptions to Minimum Design Standards: None

Public Hearings: Not required under the provisions of FHPM 7-7-5 para. 6C.

Location/Design Approval: Will be granted under provisions of the Secondary Road Plan.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA January 21, 1975.

A-95 Review: Exempt from State and District 2 Clearingh review under working agreements of April 28, 1970 and Oc 1970 respectively.

Route Data: Local farm-to-market road, log hauling, mai school bus route.

Note: This project is in Congressional District No. 1.

* Traffic Data

	ADT		
	1975	1995	D
MP 3.96	150	300	2
MP 8.18	850	1,400	1

MILTON CREEK BRIDGES

PROJECT NO. RS-381(2)

lity:

ucture at MP 3.96 is steel "I" beam with wooden back length
27 feet and horizontal clearance of 19 feet.

ucture at MP 8.18 is steel "I" beam with wooden deck length
45 feet and horizontal clearance of 21 feet.

ions:

dway is 18-foot oil mat surface with 4-foot gravel shoulders.

Work under this project consists of all phases of preliminary
ncluding PS & E preparation for the future construction of two
oncrete bridges approximately 40 foot and 60 foot in length with
learances of 34 feet to replace existing narrow bridges.

is the present intention to have the P.E. performed by the
irm of "Oregon Bridge Engineering Company", with the required
and contracting by State Forces.

on, Airports, Railroads, Water Developments, Historical and
l Areas: None involved.

Right-of-Way: None required.

to Minimum Design Standards: None

ings: Not required under the provisions of FHPM 7-7-5 para. 6C.

sign Approval: Will be granted under provisions of the Secondary

Requirements: Non-major action project concurred in by FHWA
, 1975.

A-95 Review: Exempt from State and District 2 Clearinghouse A-95 review under working agreements of April 28, 1970 and October 16, 1970 respectively.

Route Data: Local farm-to-market road, log hauling, mail and school bus route.

Note: This project is in Congressional District No. 1.

* Traffic Data

	ADT		DHV
	1975	1995	
MP 3.96	150	300	20
MP 8.18	850	1,400	100

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

3-27-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (19) (20)	Co. Rd. Approximately 5.5 mi. S.W. of Vernonia 21 66	ADT	50* (66) (70)	100	95 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FR ROUTE NO.	DEPT. AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER
3	Preliminary Engineering 20 42	(63) (65)	(66) (69)	(70) (73)	(74) (75)	(76) (77)	(72) (73)	(74) (75)	RS- 14 15	394 17

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Rural Secondary	Columbia	007 (14) (16)
	NAME OF URBAN AREA: - - (17-31)	ROUTE NO. S	FEDERAL-AID 854 (32) (38) STATE Co. Rd. (36) (37) U.S. (40)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(10-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		Co. Rd. Approximately 5.5 mi. S.W. of Vernonia	0.01	5,000	3,900	550	550 (Co.)
5					ROW							
5					CONST (CODE)		"Beaver Creek (Mc Donald Road) Bridge Section"					
							PROJECT TOTALS	0.01	5,000	3,900	550	550 (Co.)

CARD 1	CODE 1	PREPARED BY	PROGRAM APPROVAL DATES	REMARKS
1	14		(16) (22) (24) (30)	

*DHV 10

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-27-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd. Approximately 5.5 mi. S.W. of Vernonia	ADT	50*	100	95	10	Oregon	41	075	38

WORK (35 typewriter spaces)	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Engineering				RS-	394	(2)		

	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Columbia	007	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	854	Co. Rd.	

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Co. Rd. Approximately 5.5 mi. S.W. of Vernonia	0.01	5,000	3,900	550	550 (Co.)	P.E. all phases including PS & E preparation
ROW								(Future Const. on existing of reinforced concrete bridge and approaches L-50')
CONST		"Beaver Creek (Mc Donald Road) Bridge Section"						ROW - 60' normal; Access Control - none; Parking Restrictions- none.
		PROJECT TOTALS	0.01	5,000	3,900	550	550 (Co.)	

APPROVAL DATES

REMARKS

*DHV 10

-over-

USCOMM DOC COMM-DC 48808-P61

BEAVER CREEK (MC DONALD ROAD) BRIDGE SECTION

PROJECT NO. RS-394(2)

Note: This project is in Congressional District No. 1.

Existing Facility:

Bridge 53' timber pile trestle with a horizontal clearance of 15'.

Adjacent Sections

Roadway is 12-foot gravel surface with no shoulders.

Project Data: Work under this project consists of all phases of preliminary engineering including PS & E preparation for the future construction of a reinforced concrete bridge approximately 50' in length with a horizontal clearance of 30' to replace the existing narrow bridge.

It is the present intention to have the P.E. performed by the consultant firm of "Oregon Bridge Engineering Company", with the required supervision and contracting by State Forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

Exceptions to Minimum Design Standards: None

Public Hearings: Not required under the provisions of FHPM 7-7-5 para. 6C.

Location/Design Approval: Will be granted under provisions of the Secondary Road Plan.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA January 27, 1975.

A-95 Review: Exempt from State and District 2 Clearinghouse A-95 review under working agreements of April 28, 1970 and October 16, 1970 respectively.

Route Data: Local farm-to-market road, mail and school bus route.

Col Co

Safety_____

D E Swan

MEMO TO ~~R. N. CHASE~~
Project Management Section

Date March 21, 1975

FAS 816, Columbia COUNTY, Milton Creek (Pittsburg-St. Helens) Br. SECTION

TERMINI: Approx. 6 miles SW of jct. w/FAP-1, MP 3.96, ADT _____ DHV _____
& approx. 2.7 mi. SW of jct. w/FAP-1, MP 8.18. _____ _____

PROPOSED WORK: Preliminary engineering for two bridges

PROJECT LENGTH: Approx. 300 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION:	6,900	5,400	750	750	

EXISTING FACILITIES: Structure at MP 3.96 is 27' long, "I" beam on concrete abutments with a 19' roadway. Structure at MP 8.18 is 45' long, "I" beam on concrete abutments with a 21' roadway.

ADJACENT SECTIONS:
NORTH/EAST END:
Two 9' oil mat travel lanes with two 4' gravel shoulders.
SOUTH/WEST END:

PROJECT DATA: Perform all preliminary engineering including field survey, design, and other associated work for two bridges with a 34'roadway. Also included will be the approaches and connections. Engineering to be done by a consulting firm.

RIGHT-OF-WAY: 60'
ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviation from standards.
SYSTEM ACTION: Completion
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This is a log hauling and farm-to-market road; also a mail and school bus route.
HEARING CERTIFICATION: None
PUBLIC HEARING: Not required
~~NEGATIVE DECLARATION:~~
PARK AND RECREATION AREA AFFECTED: No park involved
RELOCATION ASSISTANCE: No one moved
SOCIAL, ECONOMIC, & ENVIRONMENTAL EFFECTS CONSIDERED: Yes, assessment app'd 2/5/75.
~~LOCATION & DESIGN APPROVED~~:
CLEARINGHOUSE APPROVED: Exempt

~~Harold Reynolds~~
Rural ~~Program~~ Engineer
County & City Unit

(4/26/74)

Don H

8301

FAS 854 Col Co

Safety_____

MEMO TO ~~D. N. CHASE~~ D E Swan
Project Management Section

Date March 21, 1975

FAS 854, Columbia COUNTY, Beaver Creek (McDonald Road) Bridge SECTION

TERMINI: Approx. 5¼ miles south of Vernonia, 0.8 mile from jct. with FAS 601.

ADT_____ DHV_____

PROPOSED WORK: Preliminary engineering for a bridge

PROJECT LENGTH: Approx. 100' long.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION:	3,450	2,690	380	380	

EXISTING FACILITIES: Bridge - 53' pile trestle bridge with a 15' roadway. Roadway on each side of bridge has 12' gravel travelway with no shoulders.

ADJACENT SECTIONS:
NORTH/~~WEST~~ END:
12' gravel roadway
SOUTH/~~WEST~~ END:

PROJECT DATA: Perform all preliminary engineering including field survey, design and other associated work for a bridge with a 30' roadway. Also included will be the approaches and connections. Engineering to be done by a consulting engineering firm.

RIGHT-OF-WAY: 60'
ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviation from standards
SYSTEM ACTION: Completed
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This is a farm-to-market road and a school bus and mail route.

HEARING CERTIFICATION: None
PUBLIC HEARING: Not required
~~NEGATIVE DECLARATION~~:
PARK AND RECREATION AREA AFFECTED: No park involved
RELOCATION ASSISTANCE: No one moved
SOCIAL, ECONOMIC, & ENVIRONMENTAL EFFECTS CONSIDERED: Yes, environmental app'd 2/13/75.
~~LOCATION & DESIGN APPROVED~~:
CLEARINGHOUSE APPROVED: Exempt

~~Harold Reynoldson~~
Rural ~~Program~~ Engineer
County & City Unit

(4/26/74)

8300

FORM C-33

~~PRO 4-3~~

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE March 20, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Beaver Creek Bridge Section
Old Columbia Highway
Columbia County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2a : W. W. Geibel

EJH
Date 3-20-75

RECEIVED
MAR 20 1975
OFFICE OF
ENGINEER

3-24-75
ORIGINAL TO
L.W. Rulien
wpatt.

8300

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-601(-)
Beaver Creek Bridge Section
Project Assessment

DATE: March 10, 1975

In reply refer to: 1041DA.1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's March 4, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus
for G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)

3-19-75
Rulien - Please handle.

3-19-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
STATE HWY ENGR
MAR 18 '75
REFER TO
FOR
Info | Inves | R-D | D-R | Sec | Act

8300

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-394(-)
Beaver Creek Bridge
Project Assessment

DATE: January 27, 1975

In reply refer to: 1041DA.1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The project assessment for the subject project has been reviewed.

We concur that this project constitutes a non-major action. We are returning one copy of the project assessment.

NOTED
E. S. HUNTER

William A. Kaspus

G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)

NOTED
L. L. [illegible]

RECEIVED
STATE HWY ENGR
FEB 4 '75
REFER TO
Hinds
FOR
Info | Inves | R/D | D/R | Sign | Act | [illegible]

2-5-75
L.W. Rulien
Please handle.

#2-5-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
FEB 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8320

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-281(-)
Milton Creek Bridge Section
Project Assessment

DATE: January 21, 1975

In reply refer to: 1041DA.1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The project assessment submitted with Mr. Rulien's January 15, 1975 letter has been reviewed. We concur with your finding that the proposed work constitutes a non-major action.

It is noted, however, that the proposed bridge widths are less than the approved standards. An agreement on this discrepancy will have to be reached prior to final design of the structures.

William H. Kappus
for G. L. Green

cc:
OSHD (G Potter)

1-23-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
JAN 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-23-75
Rulein - Please handle.

RECEIVED
STATE HWY ENGR
JAN 23 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
Cy att

COLUMBIA COUNTY
Proposed FAS-C Project

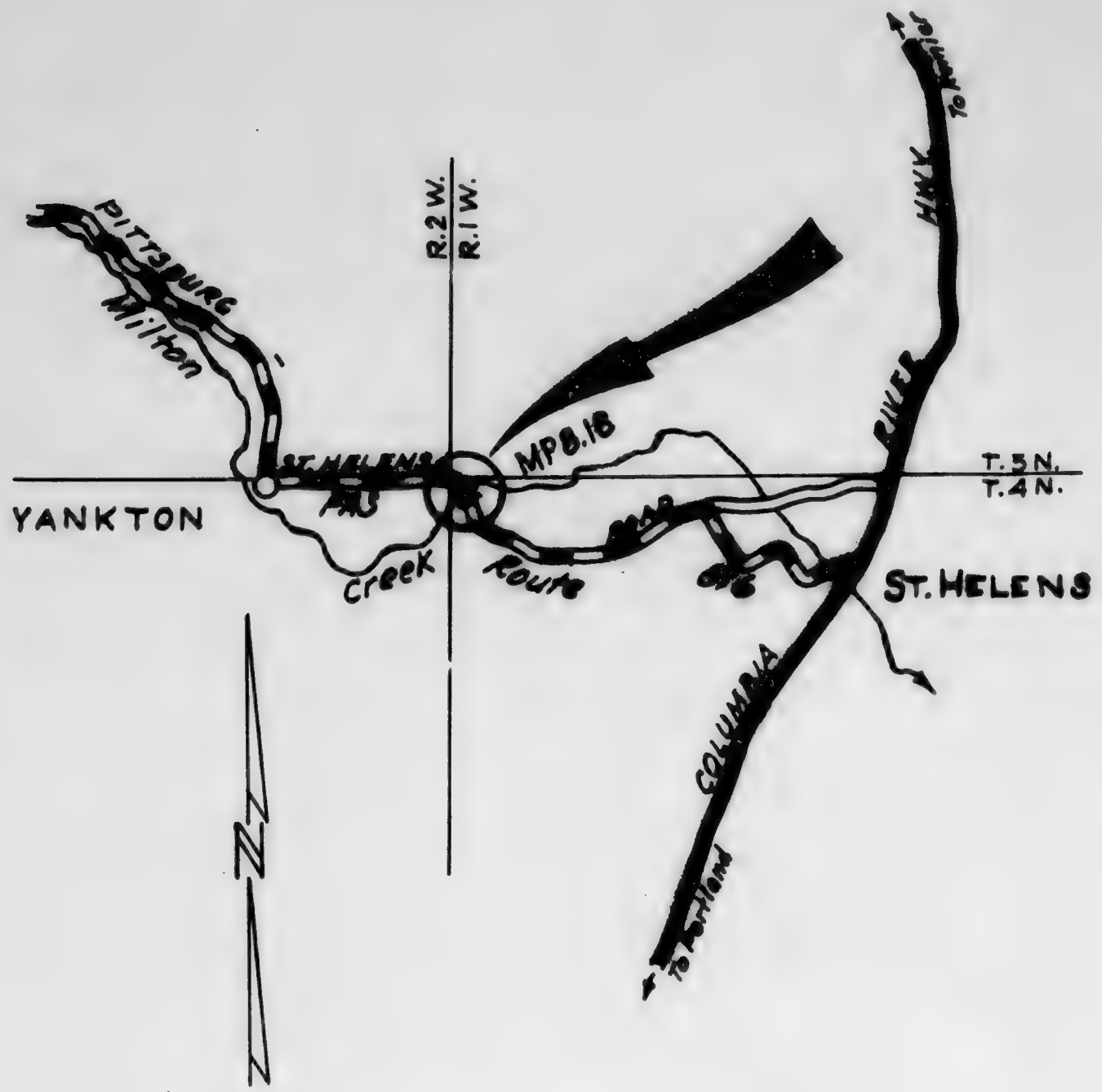
FAS 816 - Milton Creek (Pittsburgh-St. Helens Road) Bridge Section
M.P. 8.18, Structure, $60,000

Construct a reinforced concrete bridge with a 34-foot roadway. No sidewalks. Contractor will construct the approaches and connections, remove and dispose of the existing bridge, maintain the detour and install guardrail on the approaches. No additional right-of-way necessary. No hearing required. Utilities are involved. Engineering to be performed by a consulting firm.

74-g
12/6/74

Hwy Comm
approved
12-18-74

III. P. 8.18



MILTON CR. (PITTSBURG-ST. HELENS RD.-MP 8.18) BR. SECT.

PITTSBURG-ST. HELENS RD. FAS 816

Columbia County

RECEIVED
COUNTY & CITY SECTION
NOV 21 1974
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☑ DPE ☐ CE ☐ RE ☐ DPE ☐

034

MP 8.18

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County COLUMBIA FAS No. 816 Date NOV 1 1974
County Road Name PITTSBURG RD
Section Name
Type of Project BRIDGE CONSTRUCTION Mitten Creek (Pittsburgh - St Helens Rd) Br. #
Location of Project (Attach sketch map) MP 8.18
ADT 850 (1971) Design Speed 55

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes X No ____
Will County hire consultant for this project? Yes X No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____No_____
If answer is No, which of the following applies?
Contrary to public safety_____Cost excessive to need or use_____
Sparse population_____Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____No_____

12. Will replacement be by: County_____Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____No_____

26. Will detour be constructed & maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____
_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____
_____
_____

Remarks re Section I:_____
_____
_____
_____
_____

II. BRIDGE PROJECT DATA

1. Name of river or stream MILTON CR.

2. Name of bridge PITTSBURG Rd MP 8.18 Co. # 034 Br No 13691 (OSHD)

3. Dimensions of existing bridge. Length 46 Roadway Width 21

4. Type of design and material used in existing bridge.
STEEL I-Bm & WOOD deck

5. Location (please attach map with location marked):
Section 6 Township 4N Range 1W W.M.

6. Desired width of proposed bridge 34' Approx. length 60'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) BASICALLY CONCRETE

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

10. Foundation Testing: By County? Yes X No_____
By State? Yes_____ No X

11. Will County close road during construction? Yes_____ No X

12. Can presently established road be used as detour? Yes X No_____

13. Must a new detour be constructed? Yes_____ No X

14. Will detour be constructed & maintained by County? Yes_____ No X

15. Will detour be constructed & maintained by Contractor? Yes X No_____

16. Will County sign project outside work area during construction?
Yes_____ No X

17. Will Contractor sign project outside work area during construction?
Yes X No_____

18. Approaches or Connections by County Yes_____ No X
by Contractor Yes X No_____

Traveled surface: Type AC Width 26
Shoulder surface: Type GRAVEL Width 4' each side
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes X No_____

N.W. quadrant distance from structure 50'
N.E. quadrant distance from structure -
S.W. quadrant distance from structure -
S.E. quadrant distance from structure -

20. Guardrail: Desired on approaches or connections: Yes X No_____
By County _____ Contractor X
Right side only? Yes X No_____
Both sides? Yes_____ No X

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes X No_____
Use for detour? Yes X No_____
Removed by County? Yes_____ No X
Removed by Contractor? Yes X No_____
Salvaged by Contractor for County? Yes_____ No X

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No X
By Contractor? Yes_____ No X

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes X No_____ Size 6" est.
Company _____
b. Sanitary sewer mains: Yes_____ No X Size_____
Company _____
c. Storm sewer: Yes_____ No X Size_____
Company _____
d. Gas mains: Yes_____ No X Size_____
Company _____
e. Power lines: Yes_____ No X Size_____
Company _____
f. Telephone lines: Yes_____ No X Size_____
Company _____
g. Other Utilities: _____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No X

25. Does County wish lightpost bases and conduit installed? Yes_____ No X

26. Does County wish complete job of illumination in project? Yes_____ No X

27. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No__X__
   By Consultant? Yes__X__ No_____
   By County? Yes_____ No__X__
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No__X__

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No__X__
   By Consultant? Yes__X__ No_____
   By County? Yes_____ No__X__

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum _____

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No X

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes____ No X

5. Should State prepare options? Yes____ No X

6. Should material source site be included in right-of-way descriptions?
Yes____ No X

7. Is there any merchantable timber on right-of-way?
Yes____ No X

8. Will timber be reserved for owner? Yes____ No X
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No X

10. Is a hearing necessary? Yes____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company: local & elect. - not sure of companies names

13. Are utilities on existing right-of-way by permit ✓ or by franchise_____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes X No_____
By County? Yes_____ No X
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes X No_____
By State at County expense? Yes_____ No X

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. **MATERIAL SOURCES DATA**

1. Gravel _____ Quarry_____ Cinders _____

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: _____ Section_____ Township_____ Range_____ W.M.

4. If County lease, what are royalty payments?_____

5. Materials furnished by County: Borrow_____ Select Topping _____
   Base Course_____ Level Course_____ Mineral Agregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V_____

VI. **FINANCIAL DATA**

1. Estimated Cost: $ ±60,000

2. Available FAS Funds $ 233,000± in 1975

3. Does County wish advancement of future Federal funds? Yes____ No X
   Amount_____

4. Date match money is available_____

5. Will there be any 100% County money? Yes_____ No X

6. Maximum amount of 100% County money available: $_____

7. Date County requests letting: Summer 1975

Remarks, re Section VI_____

UNUSUAL OR COMPLICATED CIRCUMSTANCES:_____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

_____
O.S.H.D. Field Engineer

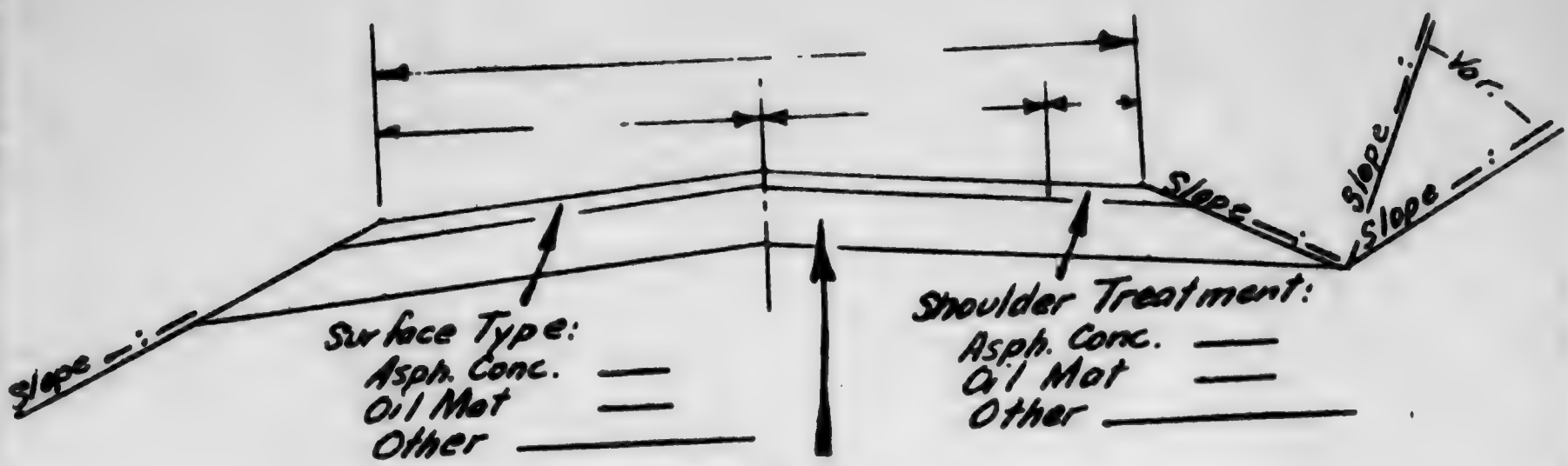
By _____
County Engineer or Roadmaster

Date_____

County_____

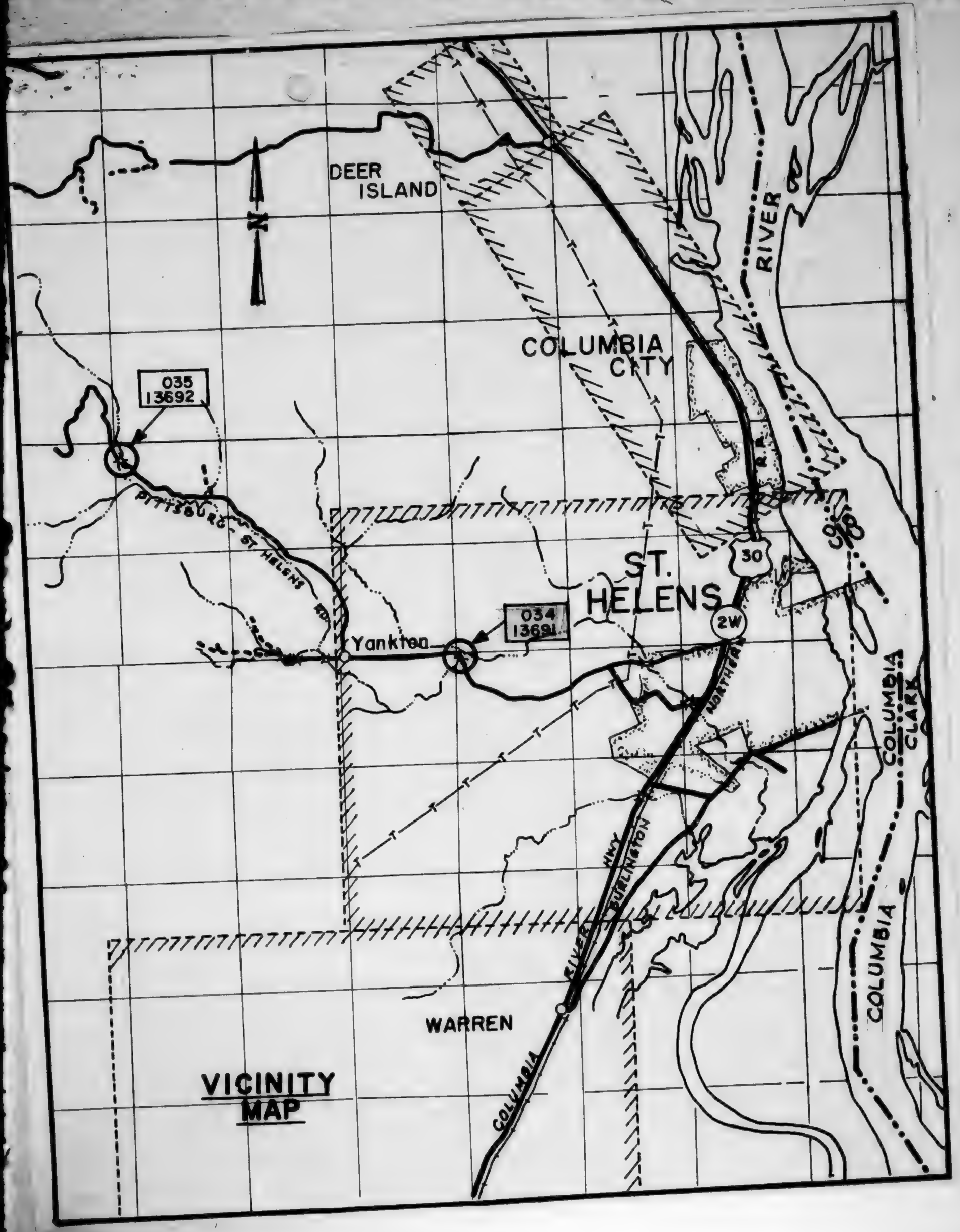
Date_____

TYPICAL SECTION



No. of Lanes —
Lane Width —
Shoulder Width — or Shy Dist. from Curb —
Median Width —
Total Width between Curbs —

Curbs
Type "C" —
Curb & Gutter —
Other —


DEER ISLAND
N
COLUMBIA CITY
RIVER
035
13692
PITTSBURG
ST HELENS RD
034
13691
Yankton
ST. HELENS
30
2W
NORTHERN
COLUMBIA
CLARK
HWY
BURLINGTON
RIVER
COLUMBIA
WARREN
COLUMBIA
VICINITY
MAP

COLUMBIA COUNTY
Proposed FAS-C Project

FAS 854 - Beaver Creek (McDonald Road) Bridge Section, Structure, $45,000

Construct a reinforced concrete bridge with a 30-foot roadway. No sidewalk. Contractor will construct the approaches and connections, remove and dispose of the existing bridge and install guardrail on the approaches. No additional right-of-way necessary. No hearing required. Utilities are involved. Engineering to be performed by a consulting firm.

74-g
12/6/74

BEAVER CR (McDONALD RD.) BR. SECT

McDONALD RD. FAS 854

Columbia County

RECEIVED
COUNTY & CITY SECTION
NOV 21 1974
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Columbia FAS No. 854 Date Nov-1-1974
County Road Name ~~Beaver Cr. Rd.~~ McDonald Rd
Section Name - Beaver Creek (~~Rabbit Creek Rd~~) Br.
Type of Project Bridge Construction
Location of Project (Attach sketch map) _____
ADT 350 in 1971 Design Speed 50-65

Is this request for county bridge design only? Yes _____ No X
county FAS bridge design? Yes X No _____
Will County hire consultant for this project? Yes X No _____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type _____ Total Travel Width _____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type _____ Width Each Side _____
(AC, Pug Cold Mix, Oil Mat) Total Top Width _____

3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract _____

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract _____
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract _____

6. Binder Course:
By County _____ County Date of Completion _____ By Contract _____

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract _____

8. Clearing:
By County _____ County Date of Completion _____ By Contract _____

9. Curbs:
Curbs Required? Yes _____ No _____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
_____
Width between curbs _____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____No_____
If answer is No, which of the following applies?
Contrary to public safety_____Cost excessive to need or use_____
Sparse population_____Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____No_____

12. Will replacement be by: County_____Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____No_____

26. Will detour be constructed & maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream BEAVER CR.

2. Name of bridge #104 MP 0.08

3. Dimensions of existing bridge. Length 43 Roadway Width 15'

4. Type of design and material used in existing bridge.
TIMBER PILES - WOOD STRINGERS & DECKING

5. Location (please attach map with location marked):
Section 31 Township 4N Range 4W W.M.

6. Desired width of proposed bridge 30' Approx. length 50'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired?
Upstream_____Downstream_____Width_____ Yes_____No X

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____No X
Explain_____

10. Foundation Testing: By County? Yes X No_____
By State? Yes_____No X

11. Will County close road during construction? Yes_____No X

12. Can presently established road be used as detour? Yes X No_____

13. Must a new detour be constructed? Yes_____ No X

14. Will detour be constructed & maintained by County? Yes_____ No X

15. Will detour be constructed & maintained by Contractor? Yes_____ No X

16. Will County sign project outside work area during construction?
Yes_____No X

17. Will Contractor sign project outside work area during construction?
Yes X No_____

18. Approaches or Connections by County Yes_____ No X
by Contractor Yes X No_____
Traveled surface: Type AC Width 22
Shoulder surface: Type GRAVEL Width 4 each side
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____No X

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. **Guardrail:** Desired on approaches or connections: Yes X No____
By County _____ Contractor X
Right side only? Yes X No_____
Both sides? Yes_____ No X
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:**
Remain in place? Yes X No____
Use for detour? Yes X No____
Removed by County? Yes____ No X
Removed by Contractor? Yes X No____
Salvaged by Contractor for County? Yes____ No X.
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:
By County? Yes____ No X
By Contractor? Yes____ No X

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes____ No X Size____
Company____
b. Sanitary sewer mains: Yes____ No X Size____
Company____
c. Storm sewer: Yes____ No X Size____
Company____
d. Gas mains: Yes____ No X Size____
Company____
e. Power lines: Yes____ No X Size____
Company____
f. Telephone lines: Yes____ No X Size____
Company____
g. Other Utilities:____

24. Does County wish provisions made for future utility attachment to structure? Yes____ No X

25. Does County wish lightpost bases and conduit installed? Yes____ No X

26. Does County wish complete job of illumination in project? Yes____ No X

27. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes _____ No X
   By Consultant? Yes X No _____
   By County? Yes _____ No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes _____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes _____ No X
   By Consultant? Yes X No _____
   By County? Yes _____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum _____

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No X

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes____ No____

5. Should State prepare options? Yes____ No____

6. Should material source site be included in right-of-way descriptions?
Yes____ No____

7. Is there any merchantable timber on right-of-way?
Yes____ No X

8. Will timber be reserved for owner? Yes____ No____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____

10. Is a hearing necessary? Yes____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company: ELECTRIC

13. Are utilities on existing right-of-way by permit ✓ or
by franchise____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes X No_____
By County? Yes_____ No X
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes X No_____
By State at County expense? Yes_____ No X

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. **MATERIAL SOURCES DATA**

1. Gravel _____ Quarry _____ Cinders _____
2. Owner: County _____ State _____ Private _____ Other _____
3. Location: _____ Section _____ Township _____ Range _____ W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. **FINANCIAL DATA**

1. Estimated Cost: $ 45,000
2. Available FAS Funds $ 233,000 in 1975
3. Does County wish advancement of future Federal funds? Yes _____ No X
   Amount _____
4. Date match money is available _____
5. Will there be any 100% County money? Yes _____ No X
6. Maximum amount of 100% County money available: $ _____
7. Date County requests letting: Summer 1975

Remarks, re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

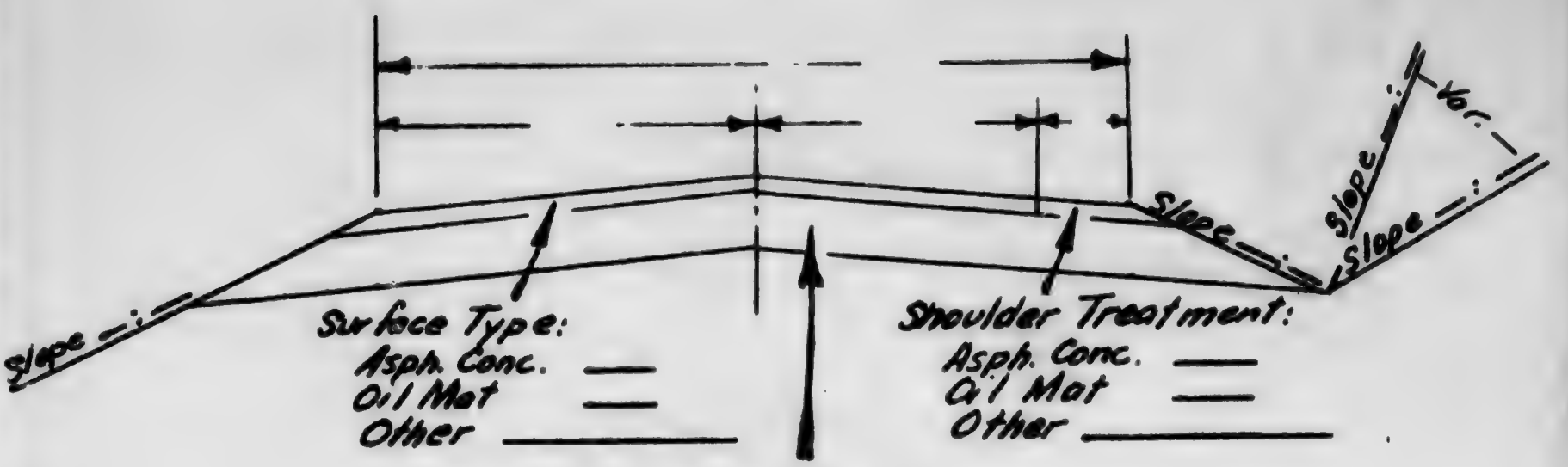
County _____

Date _____

_____
O.S.H.D. Field Engineer

Date _____

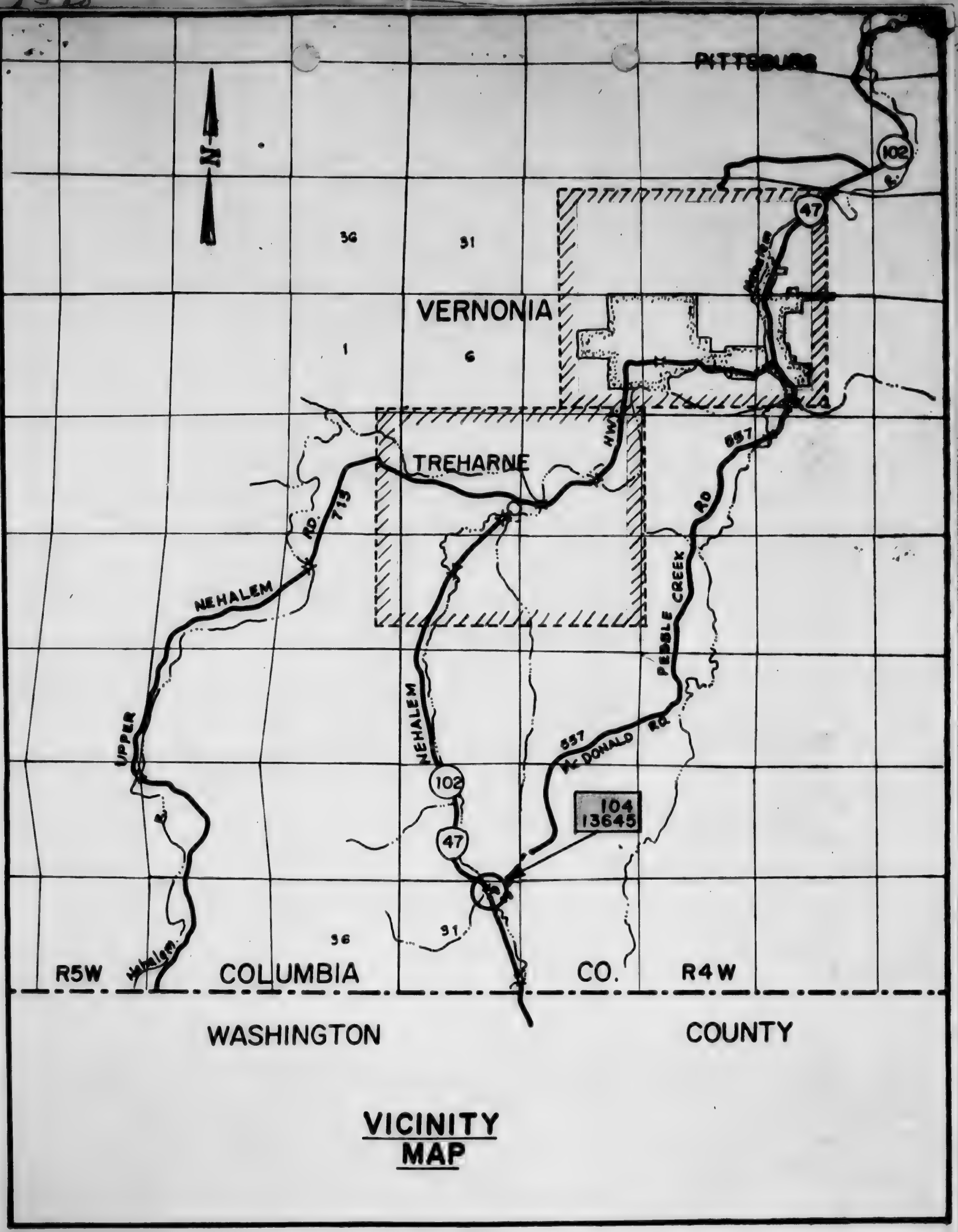
TYPICAL SECTION



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___



VICINITY MAP

Jack Graham

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE December 12, 1974

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed FAS-C Projects**

Attached are tabulations describing four Federal Aid Secondary projects, three in Columbia County and one in Linn County.

One project requested by Columbia County is for a bridge over Milton Creek at MP 8.18 on the Pittsburgh--St. Helens Road, FAS 816. The FAS funds required for this structure are estimated to be approximatley $60,000 ($6,600 of which will be the cost to the State).

Another project requested by Columbia County is also for a bridge over Milton Creek at MP 3.96 on the Pittsburgh--St. Helens Road, FAS 816. The FAS funds required for this structure are estimated to be approximately $40,000 ($4,400 of which will be the cost to the State).

The third project requested by Columbia County is for a bridge over Beaver Creek on McDonald Road, FAS 854. The FAS funds required for this structure are estimated to be approximately $45,000 ($5,000 of which will be the cost to the State).

The project requested by Linn County is for a bridge over De Ford Creek on the Lyons--Mill City Road, FAS 124. The FAS funds required for this structure are estimated to be approximately $170,000 ($19,000 of which will be the cost to the State).

These projects have been investigated and are eligible for the use of FAS funds. The total cost of these projects is estimated to be $315,000 ($35,000 of which will be the cost to the State).

These projects will be on the agenda for the December 18 meeting, and I recommend your approval.

bc: G. M. Baldwin
C. W. Head
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rullen
I. F. George
V. E. Skoog
J. H. Versteeg
Victor Wolfe
H. S. Cox
E. L. Hardt
C. O. Fredrickson
Gary Sund
Jack Graham

83.40

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 24, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed FAS-C Project**

Attached is a tabulation describing a proposed Federal Aid Secondary project in Columbia County to replace the bridge over Beaver Creek on the Old Columbia River Highway County Road, FAS 689. The FAS funds required for this structure are estimated to be approximately $80,000 ($8,800 of which will be the cost to the State).

This project will be on the agenda for the October 30 meeting and I recommend your approval.

Att.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
W. J. Hart
H. S. Cox
E. L. Hardt
Gary Sund
Jack Graham

HR:mm dpy

8300

8

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

October 9, 1974

Mr. Sam Hollinger
Columbia County Road Department
P.O. Box 366
St. Helens, Oregon 97051

I think this is Bruce Bridge
N/A

Dear Sam:

I had inadvertently left off the Exhibit showing the location of this project so am sending a copy to both you and Jon Rose at the Region I Office.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

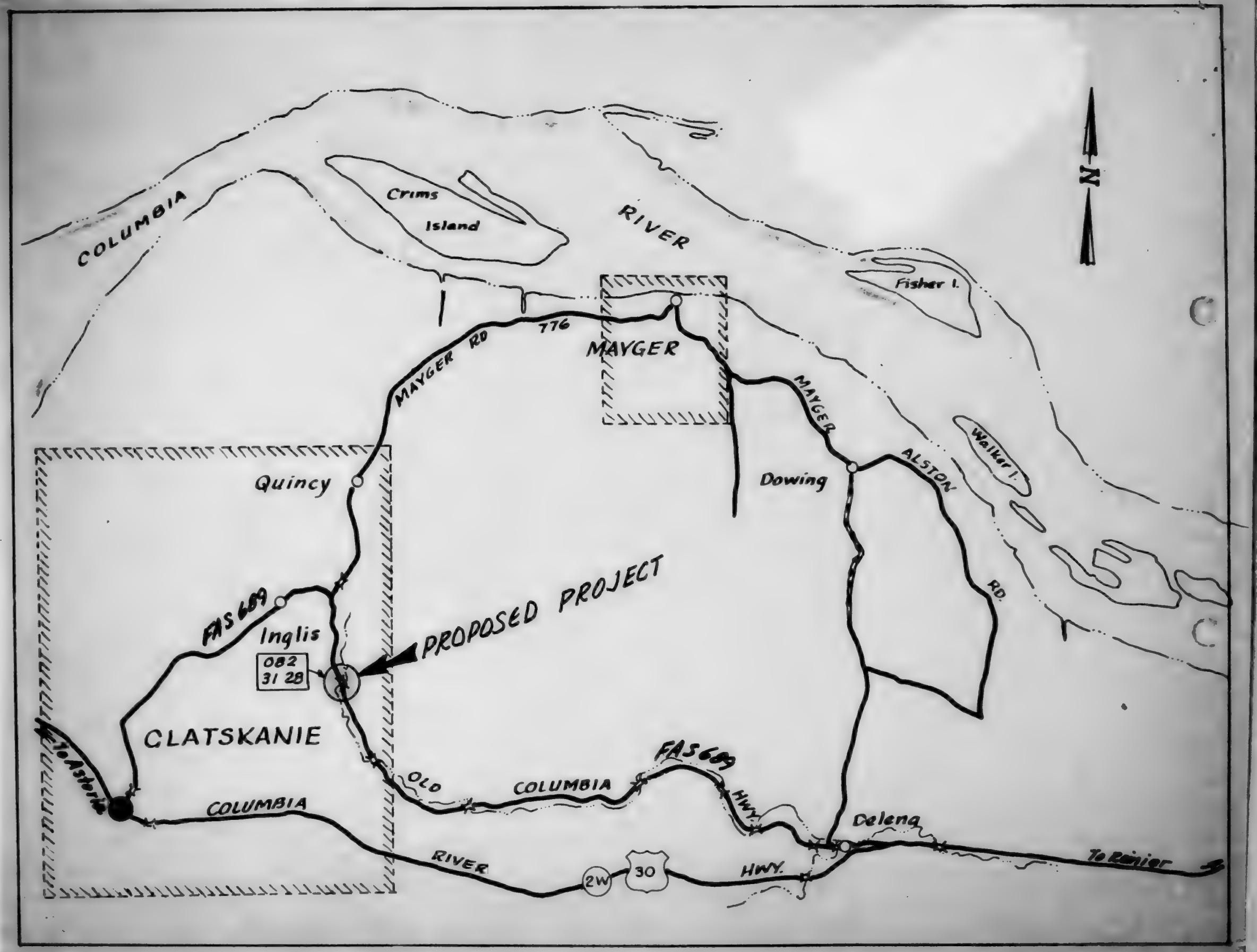
Wally

W. A. Palmateer
General Manager

WAP:seb
Enclosure

cc: Mr. Jon Rose w/enclosure
Co-Cty

RECEIVED
COUNTY & CITY SECTION
OCT 21 1974
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐


COLUMBIA
RIVER
Crims
Island
N
Fisher I.
MAYGER RD
776
MAYGER
MAYGER
ALSTON
Walker I.
RD
Quincy
Dowing
FAS 689
Inglis
082
31 28
PROPOSED PROJECT
CLATSKANIE
To Astoria
OLD
COLUMBIA
FAS 689
HWY.
COLUMBIA
RIVER
2W
30
HWY.
Delena
To Rainier

RECEIVED
COUNTY & CITY SECTION
AUG 23 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

AGREEMENT

THIS AGREEMENT, made and entered into by and between COLUMBIA COUNTY, by and through its County Board of Commissioners, hereinafter called "County", and the firm of Oregon Bridge Engineering Company, Consulting Engineers, an Oregon corporation, located at 223-M North "A" Street, Springfield, Oregon 97477, acting by and through its company officers, hereinafter called "Consultants"; and dated August 14, 1974

W I T N E S S E T H

RECITALS:

WHEREAS, the County proposes to construct a bridge over Beaver Creek at a point where the bridge will be part of a Federal Aid Secondary Highway project, and

WHEREAS, it is the purpose of the County to retain the services of the Consultants to perform the preliminary engineering required to completely design, prepare construction plans, specifications and cost estimates for said project, and

WHEREAS, it is also the purpose of the County to retain the services of the Consultants to perform the construction engineering required to complete the construction of the project, and

WHEREAS, the County has authority under the laws of the State of Oregon to enter into this Agreement and assume the obligations as herein set forth, and

WHEREAS, the Consultants represent that they are Registered Engineers in Oregon, or have become qualified in Oregon to perform the engineering services required prior to the signing of this Agreement; will have properly trained and experienced personnel available to perform the services within the prescribed time limit; and have signified their willingness to furnish the engineering services for the County.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each as hereinafter set forth, said parties hereto do hereby agree as follows:

1. DESCRIPTION OF WORK TO BE ACCOMPLISHED

A. WORK TO BE DONE BY CONSULTANT

The Consultants agree to perform the services as hereinafter described, furnishing all personnel, materials, supplies, equipment and other incidentals necessary or convenient to the successful completion of the work in accordance with the standards, procedures and regulations of the Oregon State Highway Division and the U.S. Department of Transportation, Federal Highway Administration, established to carry out certain provisions of the Federal Aid Highway Act.

1. Design of Structure. This item shall consist of the comprehensive design of the structure for the project, including all detailing, except shop details, and the determination of all plan quantities. Said structure shall be designed in accordance with current A.A.S.H.O. Specifications for Highway Bridges, using an HS-20 design loading.

   At the appropriate time the Consultants shall transmit the following items to the County and the Oregon State Highway Division for review and approval:

   a. Bridge Vicinity map showing proposed structure location and general features.

   b. General structure layouts prior to detailed design of the structure.

   c. The completed design plans and foundation data.

2. Materials and Subsurface Investigations for Structure. All investigations shall be conducted in accordance with the procedures and practices of the Oregon State Highway Division. Consultant shall be responsible for all foundation investigation and evaluation,

3. The Consultant shall prepare a vicinity map showing topography and all utilities, establish horizontal alignment and establish vertical controls.

4. Plans, Specifications and Estimates for Structure. Complete construction plans shall be prepared to the scale and in such detail to comply with the standard procedures of the Oregon State Highway Division.

The plans shall be developed to meet the requirements of the Oregon State Highway Division's Standard Specifications for Highway Construction, supplemental specifications and required Special Provisions currently in use for the required work.

The Consultants shall write all needed special provisions for the work.

The Consultants shall prepare a complete, comprehensive and accurate Summary of Quantities and Estimate of Costs to be submitted with the final plans.

The Consultants shall prepare environmental impact statement if required.

It is the intent of the County that the Consultant's final plans, special provisions, Summary of Quantities and Estimate of Costs be in a condition ready for the normal advertising of a construction contract in accordance with Oregon law and procedure, except for those services to be performed prior to the advertising by the Oregon State Highway Division, as designated elsewhere in this Agreement.

5. Plans, Drawings and Documents to be Furnished by the Consultant. Upon completion of the work specified herein, all material and documents, including but not limited necessarily to the following data, acquired or produced by the Consultants in conjunction with the preparation of the plans, shall be delivered to and become the property of, without the restriction or limitation of their furture use, the State.

   a. Field notes of all surveys (if requested by the State).
   b. Field notes for all survey references ties.
   c. Field notes for all required investigations (if requested by the State).
   d. Original drawings and tracings of profile sheets and structure plans.
   e. Construction cost estimate.
   g. Special provisions.

6. Construction Engineering and Inspection by Consultant. Upon the award of a construction contract by the County or the Oregon State Highway Division, the Consultants shall provide adequate and qualified engineering personnel to perform field and construction engineering as follows:

a. Furnish all lines and grades.
b. Check and approve all shop drawings and rebar details.
c. Provide all onsite construction inspection and offsite construction inspection for prestress elements necessary for construction of the structure.
d. Obtain, prepare and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite and offsite at the precast beam casting yard.
e. Prepare weekly construction reports and monthly estimates.
f. Prepare necessary change orders and price agreements.
g. Conduct final inspection.
h. Prepare final reports and "As Constructed" drawings.

B. WORK TO BE DONE BY OTHERS.

1. County. County shall obtain all rights-of-way and cause to be moved all utilities as may be necessary. County shall conduct the corridor hearings, if required, which will include preliminary design sketches of structure and approaches by Consultants. County will furnish ADT Survey data.

2. State.

a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to,the following:

Materials sampling, testing and analysis as required;
Review and approval of location studies, and preliminary plans;
Review and approval of Consultants' plans, estimates and special provisions;
Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract, if contract is awarded by State;

b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials sampling, testing and analysis, if required;
Inspection of structural steel fabrication and miscellaneous metal, as required;
Furnish copies of test reports and other data to the Consultant.

c. Following award of a contract the Oregon State Highway Division shall provide a State employed engineer to be in responsible charge and direct control of the project at all times and to make such frequent inspections of the project as required to ascertain that all portions of the work are in substantial conformance to the plans and specifications.

C. INSPECTION OF WORK IN PROGRESS.

It will be the responsibility of the Consultants to arrange for at least two scheduled conferences with authorized representatives of the County, Oregon State Highway Division and the Consultants. The two conferences will consist of the following:

1. Preliminary design conference.
2. Final design conference.

It is mutually agreed that all portions of the work covered by this Agreement shall be subject to review and inspections by duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration at such time or times as deemed appropriate.

It is further agreed mutually that any duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration may request and obtain conferences, visits to the site and inspection of the work at any reasonable time.

D. MONTHLY DESIGN PROGRESS REPORT.

The Consultants shall submit to the County, with a copy to the Oregon State Highway Division, a monthly design progress report of work done on the project.

E. APPROVALS.

When the final plans and supporting data are completed and delivered to the County, they shall be reviewed by the County and the Oregon State Highway Division for conformance with those standards and procedures which have been adopted by the Oregon State Highway Division.

Approval of the plans for conformance to the adopted standards and procedures does not absolve the Consultants for inaccuracy of their field work, investigations, design and other data required for the preparation of these plans.

II. TIME.

It is agreed that the Consultant shall start performance under this contract not later than 20 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 120 calendar days thereafter. If, in the opinion of the County, an extension of time is warranted due to major changes required by the County or due to weather conditions or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

III. PAYMENT.

A. PRELIMINARY AND DESIGN ENGINEERING FEE.

In consideration of the terms and obligations of this Agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $4,400.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling. Final payment will be made upon submission and approval of all items listed in I.A.5.

B. CONSTRUCTION ENGINEERING FEE.

The County also agrees to pay to the Consultant as full compensation for the construction engineering services herein described, based on the Consultants' actual cost plus a fixed amount for profit, not to exceed $6,000.00 except as stipulated in IV.E.

Partial payments may be made monthly, based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

C. No retained percentages will be withheld from the Consultants' bills.

D. RETENTION OF RECORDS AND DOCUMENTS.

The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

IV. MISCELLANEOUS PROVISIONS.

A. COVENANT AGAINST CONTINGENT FEES.

The Consultants warrant that they have not employed or retained any company or person, other than a bona fide employee working solely for the Consultants, to solicit or secure this contract, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultants, any fee, commission, percentage, brokerage fee, gifts or any other consideration contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, the County shall have the right to annul this contact without liability.

B. PROHIBITION AGAINST HIRING PERSONNEL.

The Consultants shall not engage on a full or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration of the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

C. DESIGN STANDARDS

The design standards and procedures for this project shall be governed by the Oregon State Highway Division "Secondary Road Plan."

D. PROJECT DEVELOPMENT, METHODS AND FORMS.

The Consultants shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

E. CHANGES IN WORK.

In the event the County decreases or increases the amount of work specified under this Agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the County, this Agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State Highway Division and the Federal Highway Administration.

If any amendment or supplement is made to this Agreement covering changes not within the scope of the services to be supplied herein and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State Highway Division and the Federal Highway Administration in writing, before proceeding with the changes specified therein.

F. TERMINATION.

The County reserves the right to terminate this Agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the Agreement.
2. If the project is abondoned or indefinitely postponed.
3. If the Consultants' services are, in the judgment of the County, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminated this Agreement, the County shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following Subsection G - "Disputes."

G. DISPUTES.

Should any dispute regarding this Agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final.

H. CERTIFICATION.

1. The County and the Consultants represent and hereby certify that the Consultants and their representatives have not been required, directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

   a. Employ or retain, or agree to employ or retain, any firm or person, or

   b. Pay, or agree to pay, to any firm, person or organization any fee, contribution, donation or consideration of any kind.

   The parties make this representation and certification as a part of this Agreement for the purpose of assuring the State of Oregon, acting by and through its State Highway Engineer, of compliance with Federal and State law in this respect so that the State Highway Engineer may further certify to the conditions hereinabove set forth to the United States Department of Transportation, Federal Highway Administration.

   The parties to this Agreement understand that such representations and certifications are subject to all applicable State and Federal laws, rules and regulations, both civil and criminal.

I. CIVIL RIGHTS ACT.

During the performance of this contract, the Consultants for itself, its assignees and successors in interest (hereinafter referred to as the "Consultants") agree as follows:

1. Compliance with Regulations. The Consultants shall comply with the regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal

Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The Consultants, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultants shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultants for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Consultants of the Consultants' obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color or national origin.

4. Information and Reports. The Consultants shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Division or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of the Consultants is in the exclusive possession of another who fails or refuses to furnish this information, the Consultants shall so certify to the State Highway Division, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the Consultants' noncompliance with the nondiscrimination provisions of this contract, the State Highway Division

shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

a. Withholding of payments to the Consultants under the contract until the Consultants comply, and/or

b. Cancellation, termination or suspension of this contract, in whole or in part.

6. Incorporation of Provisions. The Consultants shall include the provisions of Paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Consultants shall take such action with respect to any subcontract or procurement as the State Highway Division or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that in the event the Consultants become involved in, or are threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultants may request the State Highway Division to enter into such litigation to protect the interests of the State and, in addition, the Consultants may request the United States to enter into such litigation to protect the interests of the United States.

J. CONFLICTS OF INTEREST.

The following sections of the Regulations for the Administration of Federal Aid for Highways, effective May 11, 1960, is geven below for the information of all concerned.

No official or employee of a State or any other governmental instrumentality who is authorized in his official capacity to negotiate, make, accept or approve, or to take part in negotiating, making, accepting or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other presonal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector or other person performing services for a State or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other per-

sonal interest, other than his employment or retention by a State or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by a State or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in any real property acquired for a project unless such interest is openly disclosed upon the public records of the State Highway Division and of such other governmental instrumentality, and such officer, employee or other person has not participated in such acquisition for and in behalf of the State. It shall be the responsibility of the State to enforce the requirements of this section.

K. SUBLETTING.

The services to be performed under this Agreement shall not be assigned, sublet or transferred without the written approval of the County and Oregon State Highway Division.

L. PERMITS AND LICENSES.

The Consultants shall procure all permits and licenses, pay all charges, fees and taxes, and give all notices necessary and incidental to the due and lawful prosecution of their engineering work.

M. PATENTS.

The Consultants shall hold and save harmless the County and its agents from any and all claims for infringement by reason of the use of any patented design, device, material process, any trademark or copyright.

N. EXHIBITS.

There are attached hereto and made a part of this Agreement the following exhibits:

Exhibit "A": Executed Certification of Consultant.
Exhibit "B": Requirement for Contract Drawings.
Exhibit "C": Preliminary Engineering Costs and Supporting Data.
Exhibit "D": Construction Engineering Costs.
Exhibit "E": Standard Public Contract Provisions.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year in this contract first above written.

ATTEST: ROY A. NELSON

Secretary

SEAL

COLUMBIA COUNTY, by and through its County Board of Commissioners

By _____

By _____

By _____

APPROVAL:

OREGON BRIDGE ENGINEERING COMPANY, Consulting Engineers

By _____
General Manager

_____
Oregon State Highway Division

EXHIBIT "E"

STANDARD PUBLIC CONTRACT PROVISIONS

A. CONTRACTOR shall pay promptly, as due, all persons supplying labor or material for the prosectuion of the work provided for in the contract, and shall be responsible for such payment of all persons supplying such labor or material to any subcontractor.

B. CONTRACTOR shall promptly pay all contributions or amounts due the State Industrial Accident Fund from CONTRACTOR or any subcontractor incurred in the performance of the contract, and shall be responsible that all sums due the State Unemployment Compensation Fund from CONTRACTOR or any subcontractor in connection with the performance of the contract shall promptly be paid.

C. CONTRACTOR shall not permit any lien or claim to be filed or prosecuted against COUNTY on account of any labor or material furnished, and agrees to assume responsibility for satisfaction of any such lien so filed or prosecuted.

D. CONTRACTOR and any subcontractor shall pay to the Department of revenue all sums withheld from employees pursuant to ORS 316.167.

E. If CONTRACTOR fails, neglects or refuses to make prompt payment of any claim for labor or material furnished to the CONTRACTOR or a subcontractor by any person in connection with the contract as such claim becomes due, the COUNTY may pay such claim to the person furnishing the labor or material and charge the amount of payment against funds due or to become due CONTRACTOR by reason of the contract. The payment of a claim in the manner authorized hereby shall not relieve the CONTRACTOR or his surety from his or its obligation with respect to any unpaid claim. If the COUNTY is unable to determine the validity of any claim for labor or material furnished, the COUNTY may withhold from any current payment due CONTRACTOR an amount equal to said claim until its validity is determined and the claim, if valid, is paid either by the CONTRACTOR or by the COUNTY.

F. CONTRACTOR shall promptly, as due, make payment to any person, co-partnership, association, or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employees

of such CONTRACTOR, of all sums which CONTRACTOR agrees to pay for such services and all monies and sums which the CONTRACTOR collected or deducted from the wages of his employees pursuant to any law, contract or agreement for the purpose of providing or paying for such service.

G. CONTRACTOR shall employ no person for more than eight hours in any one day, or 40 hours in any one week, except in cases of necessity, emergency, or where the public policy absolutely requires it, and in such cases CONTRACTOR shall pay the laborer at least time and a half pay for all overtime in excess of eight hours a day and for work performed on Saturday and on any legal holidays specified in ORS 187.010, except Veterans' Day. However, when specifically agreed to under a written labor-management negotiated labor agreement, a laborer may be paid at least time and a half pay for work performed on Veterans' Day or on any legal holiday specified in ORS 187.020.

H. The contract may be cancelled at the election of COUNTY for any willful failure or refusal on the part of CONTRACTOR to faithfully perform the contract according to its terms.

State Contract No. _____
Federal Aid Project _____
State _____

EXHIBIT "A"

CERTIFICATION OF CONSULTANT

I hereby certify that I am the General Manager and duly authorized representative of the firm of Oregon Bridge Engineering Company, whose address is 223-M North "A" Street, Springfield, Oregon, 97477, and that neither I nor the above firm I here represent has:

(a) Employed or retained for a commission, percentage, brokerage, contingent fee or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant), to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid, or agreed to pay, to any firm, organization or person other than a bona fide employee working solely for me or the above Consultant), any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Division and the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal.

August 12 1974
DATE

SIGNATURE

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the _____ of the Highway Division of the State of _____, and that the above consulting firm or its representative has not been required directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

(a) Employ or retain, or agree to employ or retain, any firm or person; or

(b) Pay, or agree to pay, to any firm, person or organization, any fee, contribution, donation or consideration of any kind;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

DATE _____

SIGNATURE _____

REQUIREMENT FOR CONTRACT DRAWINGS

Drawings for structures shall contain all the information necessary for the layout and construction of the structure and such additional information as may be necessary to a contractor. A general outline of what information is required and how it should be arranged is presented.

I. INFORMATION REQUIRED.

A. General Information.

1. Plan - A complete plan showing the dimensions of the structure, the horizontal alignment and bearings, the location of the bents, skew angles, the general length of structure and the type or types of construction.

2. Elevation - An overall elevation showing the general appearance, grade and type of structure to be built. The type of footings and the type and size of piling, if used, should be indicated.

3. Grades - A grade line diagram showing the vertical alignment of the structure. The location of the grade line relative to the horizontal alignment control should be clearly indicated. A diagram showing the method used to calculate superelevation runoff must also be included if this situation is encountered on the structure.

4. Location - Sufficient information should be given to enable the structure to be located on the ground by prospective bidders.

5. Drainage - Location of drains and disposition of drainage water should be indicated.

6. North Arrow - A North arrow should be shown to orient the plan view of the structure. A separate North arrow should be shown to orient the vicinity map, even if the directions are the same.

7. Utilities - All utilities located within the limits of the construction of the structure should be shown. Water lines, sewer lines, gas lines, power lines, telephone and telegraph lines are commonly encoun-

tered and should be indicated both in their existing and proposed locations. Railroad tracks and existing streets, highways and private roads should be shown. In all cases where the location of utilities is critical, they should be tied down by dimensions and in all cases where utilities are to be moved, the responsibility for this work should be indicated.

8. Existing Structures - Existing bridges or other structures which will be in place during the construction of a structure should be shown and, if necessary, tied down by dimension. Existing structures to be moved or relocated should be so noted and the responsibility for this work should be indicated. Structures which are to be removed or used in the performance of the contract should be shown or described thoroughly.

9. Clearances - Horizontal and vertical clearances to railroad tracks, streets, private roads and highways should be shown.

10. Detours - Location and type of detour structures should be shown, as well as any information necessary to determine the responsibility for the construction and removal of these detours.

11. Foundation Data - The location of the test holes should be shown. Instructions to bidders indicating where detailed information may be obtained and bore logs reviewed should be included on the plans.

12. Footing Plan - A plan view of the footings and pile caps showing the location, skew angles, etc., sufficient to locate the centers of the footings, should be shown. Piling should not be shown.

13. General Notes - General notes describing the design loadings, materials and general procedures should be included for each structure.

PRELIMINARY ENGINEERING COSTS

SALARY COST is defined as the cost of salaries (including sick leave, vacation and holiday pay applicable thereto) of engineers, draftsmen, stenographers, surveyment, etc., for time directly chargeable to the project, plus unemployment, excise and payroll taxes, and contributions for social security, employment compensation insurance, retirement benefits and medical insurance benefits. These salary costs approximate 31 percent of base salary.

OREGON BRIDGE ENGINEERING COMPANY

OVERHEAD COSTS

Fiscal Year Ending - May 31, 1974

DESCRIPTION	AMOUNT	PERCENT
Administrative and Office Salaries	$70,305	34.99
Payroll Taxes and Insurance	4,429	2.20
Equipment Lease and rental	630	.31
Office and Engineering Supplies and Expense	9,126	4.54
Office Rent	6,300	3.14
Telephone	2,944	1.49
Travel, Entertainment and Promotion	4,764	2.37
Utilities	571	.28
Taxes and Licenses	543	.27
Auto Expense	160	.08
Employee Insurance	7,313	3.64
Professional Services	782	.39
Dues and Subscriptions	1,430	.71
General Insurance	10,057	5.00
Depreciation	10,723	5.33
Contributions to Profit Sharing and Pension Trust	38,422	19.12
Interest Expense	440	.22
Miscellaneous Expense	2,977	1.48
Transportation Repairs and Maintenance	8,641	4.30
	$180,557	89.86

Percent of total annual direct project salary costs in the amount of $200,925.

METHOD OF ARRIVING AT CHARGEABLE RATES

Effective as of July 1, 1974

	Chief Design Engr.	Chief Const. Engr.	Design Engr.	Proj. Engr.	Jr. Design Engr.	Jr. Field Engr.
HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month	10.56	10.13	8.57	6.92	6.35	5.02
PAYROLL TAXES - 9.633 Maximum	1.02	.98	.65	.67	.61	.48
METRO-TRANSIT TAX	.05	.03	.04	.02	.03	.02
VACATIONS, HOLIDAYS, SICK LEAVE	1.18	.93	.95	.77	.66	.46
PENSION PLAN - 4%	.42	.40	.34	.27	.29	.20
HOSPITALIZATION & INSURANCE	.71	.70	.65	.40	.59	.52
Actual Chargeable Rates	13.94	13.17	11.20	9.05	8.36	6.64
Rates Used	13.95	13.15	11.20	9.05	8.35	6.65

Rates change annually
at Year ending May 31.

SYNOPSIS OF ENGINEERING DESIGN COSTS

I. PRELIMINARY PHASE

	MAN HOURS
1. Survey and Vicinity Maps	32
2. Preliminary Design and Report	40
3. Preliminary Report for State and FHWA Approval	10

II. DESIGN PHASE

1. General Consulting	16
2. Structural Design and Detailing	40
3. Drafting	32
4. Specifications and Contract Documents	20
5. Final Revisions, Checking, Etc.	10
	200

SUMMARY OF PRELIMINARY ENGINEERING

Project Supervision	21 Hours	$ 293	50
Project Engineers	95 Hours	907	20
Drafting	32 Hours	210	00
Vicinity Maps, Etc.	32 Hours	317	00
Specifications, Etc.	20 Hours	201	70
		$1,928	
Overhead Allowance 89.86%		1,732	50
Travel	$100		
Printing and Supplies	50	150	10
		$3,810	
Profit @15%±		590	20
		$4,400	00
			50
Estimate for Foundation Drilling and Investigation			10
3 drill holes or test piling 3@600		1,800	00
Engineering Supervision, plotting, evaluation - - all at cost (Estimate)		300	
		$2,100	
TOTAL		$6,500	

CONSTRUCTION ENGINEERING

SALARY COST ESTIMATE - FIELD CONSTRUCTION ENGINEERING

Project Engineer	5 Weeks	@	$54/day	$ 1,350
Supervisory Engineer	4 Days	@	105/day	420
Survey and Layout	2 Days	@	100/day	200
Precast Inspection	3 Days	@	35/day	100
				2,070
Overhead Allowance 89.86%				1,860
Expense and Subsistence	28 Days	@	11/day	310
Vehicle Expense	2800 Miles	@	.15/mile	420
Miscellaneous Job Supplies				100
Fixed Fee - Lump Sum				750
			ESTIMATED TOTAL	$ 5,510
			Not to Exceed	$ 6,000

ESTIMATED CONSTRUCTION COST = $70,000

Engineering % = 7.8

.8301 Bend Maintenance Building 1975
(Building construction)

December 9, 1976

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 2, 1976, we wrote to you concerning release of final payment on Contract No. 8301 awarded to Jack Mathis General Contractor, Inc., for the Bend Maintenance Building in Deschutes County.

Final payment on this contract is $6,602.08 and the total contract amount is $132,041.51. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Jack Mathis General Contractor, Inc.
740 S. E. Spruce
P. O. Box 760
Roseburg, OR 97470

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Carl Williams

f-301

FORM 81-734-0001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Bend Maintenance Building	WEEK ENDING: October 30, 1976
		SECTION PREFIX: 9-3418
	HIGHWAY: ———	COUNTY: Deschutes

NAME OF JOB: Bend Maintenance Building

KIND OF WORK: Building Construction

CONTRACTOR: Jack Mathis General Construction Co.

CONTRACT NUMBER: 8301

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: October 2, 1975

DATE WORK STARTED: October 29, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: March 30, 1976

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 173,280.45

EXCLUSIVE OF ENGINEERING: $ 159,540.15

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 158,234.01

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 0.8 %

ENGINEERING AUTHORIZATION $ 13,740.30
This week: 0.00
ENGINEERING COST TO DATE $ 15,253.05

PERCENT OF AUTHORIZATION . . . . . 111 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST excl. of engr. 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93%

DATE PROJECT WAS COMPLETED: April 30, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

No equipment used - project completed.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10/24	Rain, cool			
MONDAY 25	P. cloudy, cool			
TUESDAY 26	Clear, ~~xxxxx~~ cool			
WEDNESDAY 27	Clear, cool			
THURSDAY 28	Clear, cool			
FRIDAY 29	P. cloudy, cool			
SATURDAY 30				

K

RECEIVED
NOV 1 1976
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10/24/76	No activity - project completed.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Contract work is completed and 2nd notification submitted.
Semi-final will be submitted to Region Monday, 11/1/77.
Still some documentation missing from subcontractors, so third notification will be submitted after that is received in this office.
Two days on semi-final this week.

THIS WILL BE THE LAST WEEKLY REPORT ON THIS PROJECT?!!!!!!!!!

CC: Const. (2)
Region (1)
File (1)

SIGNED Orville Krehbiel LOCATION Redmond

N. D. Krehbiel

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8301

June 2, 1976

Mr. Jack Mathis, President
Jack Mathis General Contractor, Inc.
740 S.E. Spruce Street
Post Office Box 760
Roseburg, OR 97470

Dear Mr. Mathis:

Bend Maintenance Building
Contract No. 8301
Request for Time Extension

Your request for a one-month time extension has been reviewed. Because of several Price Agreements adding work or changing details of the work, an extension of the completion date to April 30, 1976 has been approved. This will delete all time liquidated damages.

Very truly yours,

H. S. Coulter
State Highway Engineer

JAB:mk ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. M. Williams
Norman D. Krehbiel
Robert Church
Richard Hacek

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8301 Contractor Jack Mathis General Contractor Inc.

Highway ----

Section Bend Maintenance Building

Kind of Work Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

1) Performance of work required by Price Agreements 4 and 7 for changes during the contract required 35 calendar days.
2) Performance of work required by Price Agreements No. 1 and 6 correcting a discrepancy in plans and specifications required 15 calendar days.

Total additional time required for Items 1 and 2 is 50 calendar days.

Construction recommends 31 day extension to actual 4-30-76 completion.

Recommended for Approval:

Robert Hamilton
Division Engineer

for

John D. Boyd
Construction Engineer or Bridge Engineer

for

E S Hunter
Deputy State Highway Engineer

Contract No.	8301
Project designation	State (State-Federal)
Date awarded	October 2, 1975
Work started	October 29, 1975
Per cent completed	100% April 30, 76 (Date)
Specified Completion ~~Workday~~	March 30, 1976
No. of Workdays Used	31 after 3/30/76
No. of Added Workdays Requested	31

SP-0896-724

E-320 (Rev.)—3M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 29, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 3/30/76 days to 4/30/76 days, within which to complete our Contract No. 8301, without the assessment of liquidated damages. The said contract is described as follows:

Bend Maintenance Building Contract #8301

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

JACK MATHIS GENERAL CONTRACTOR, INC.
Contractor

By Jack N. Mathis

CONSENT OF SURETY

Date March 29, 19 76

We, United Pacific Insurance Co., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Resident Agent

RECEIVED
MAY 13 1976
N. D. KREHBIEL
Res. Br. Engr.

(SEAL)

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

May 27, 1976

FILE:

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Bend Maintenance Building
Contract No. 8301
Request for Time Extension

INC.

TO: H. S. Coulter
Assistant State Highway Engineer

Jack Mathis General Contractor requests a one-month extension because of extra work and alleged plan discrepancy. The plan discrepancy was clarified by a "No Cost" Price Agreement for some painting. Some pertinent dates are:

bids opened, 9/25/75,
contract sent 10/10/75,
work started 10/29/75,
specified completion date 3/30/76,
actual completion 4/30/76,
31 days liquidated damages at $100 per day.

Five Price Agreements during the project amount to $4,671. The largest and most significant of these was Price Agreement 4, which relocated office space to the mezzanine level. This Price Agreement is dated January 30, 1976 and was approved February 23 or only a little over a month before the specified completion date.

The contractor worked quite steadily on the project and was 92% done at the March 30 specified completion time. We concur with the Resident and Region recommendations for the 31 day extension as requested. This is a State project. Rough draft letter to the contractor is attached.

JAB:mk

Attach.

OK

RECEIVED
STATE HWY ENGR
MAY 28 '76
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COMMERCIAL INDUSTRIAL BUILDINGS

JACK MATHIS GENERAL CONTRACTOR INC.

740 S. E. SPRUCE ST. • TELEPHONE (503) 672-1635 • P. O. BOX 760
ROSEBURG, OREGON 97470

March 24, 1976

Mr. N.D. Krehbiel
Oregon State Highway Department
2128 Hwy 97 South
Redmond, Oregon 97756

RE: Bend Maintenance Building
Contract #8301

Dear Mr. Krehbiel,

Please consider this as our request to extend our contract completion date for a period of 31 calendar days.

We are asking for this time extension for the following reasons:

1. Performance of extra work as indicated in Change Orders.
2. Discrepancy in plans and specifications.

Yours truly,

JACK MATHIS GENERAL CONTRACTOR, INC.

Jack Mathis, President

JM/dlm

RECEIVED
MAY 13 1976
N. D. KREHBIEL
Res. Br. Engr.

8302 Candlelight Dr.-Louis Dr. 1975
(Eugene) Sec. (Royal Ave.)
(Grading & paving)

C/A 5333 6-9-75
11-12-75

8302

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-25-79	CC 1966	

CREDIT DISTRIBUTION: 320-1070-297

BILL TO: Code:

City of Eugene

858 Pearl Street

Eugene, Oregon 97401

Attn: Mr. Donald P. Allen, City Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing Per Attached Itemized Statement: Urban System Project M-1320(1) Candlelight St.-Louis St. Royal Avenue Lane County Covered by Agreements dated 6-4-75 & 11-6-75 Contract No. 8302			
Total Cost			$736,561.52
Less Federal Funds Collected			376,895.86
Less State Share			52,564.90
City Share			307,100.76
City Advance Deposit			330,370.00
Refund Due City			$ 23,269.24
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$ 330,370.00
Advance Deposit Previously Transferred to Highway Fund	$ 300,000.00
Balance	$ 30,370.00
Transfer to Highway Fund	$ 7,100.76
Refund Due	$ 23,269.24
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 1542

Amount Due . . . . . $

Submitted by:

Gary E. Zehner

Gary E. Zehner

Approved:

Robert H. Rumpf

for Gerald W. Wimer

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 25, 1979

CITY Eugene Contract No. 8302 Date Completed 9-10-76

PROJECT #M-1320(1) Section Candlelight St.-Louis St.

PAYMENTS TO CONTRACTOR ITEM		TOTAL COST
Total Contract Payments		$707,461.71
SFO#1 Temporary Striping by City		102.32
SFO#2 Permanent Striping by City		2,007.55
Construction Engineering		25,511.89
Interest Paid to Contractor		1,256.70
Audit Expense		152.05
Equal Opportunity Program Expense		69.30
	Total Cost	$736,561.52

Non-Participating Costs:		
Contract Payments	$244,307.99	
Interest Paid to Contractor	1,256.70	
Construction Engineering	8,966.93	
Audit Expense	4.25	$254,535.87
Total Participating Cost		$482,025.65
		$376,895.86
Federal Funds Collected		$105,129.79
Balance		
State share per agreements dated 6-4-75 & 11-6-75: 50% of $105,129.79 =		$ 52,564.90
City share:		$254,535.87
Non-Participating Costs		52,564.89
50% of $105,129.79		
Total City Share =		$307,100.76

Reference: Billing Form CC1966

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD — FROM 9-3-75 — TO 3-15-78

FEDERAL AID PROJECT NO.

M-1320(1) EUGENE

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$760,539.90	$482,025.65	78.19%	$376,895.86	$376,895.86	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE 10/9/78

V.E. Skoog
Controller

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

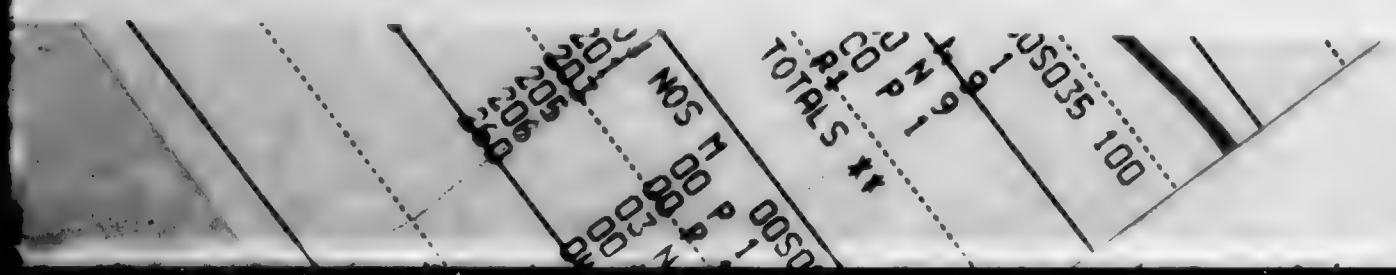
PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Cardielight Drive-Louis St. (Eugene) Section Of Royal Avenue Lane County					
	Construction					
	Type Code 6203					
	Roadway (Sta. 36+11 To 107421.71)(Contr. 8302)					
	Final Contract Payment Summary	Lump Sum			$463,153.72	
SPO	#1 Temporary Striping - City Forces	All Required			102.32	
SPO	#2 Permanent Striping - City Forces	All Required			2,007.55	
	Total Participating Construction				$465,263.59	
	Construction Engineering					
	State	All Required			16,544.96	
	Misc. Project Costs					
	Audit Expense	All Required			147.80	
	Equal Opportunity Program Expense	All Required			69.30	
	Total Participating Misc. Cost				$ 217.10	
	TotalParticipating Cost				$482,025.65	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump Sum			$244,307.99	
	Interest Paid to Contractor	All Required			1,256.70	
	Construction Engineering	All Required			32,949.56	-24,000
	Total Nonparticipating Cost				$278,514.25	
	TOTAL COST				$760,539.90	

Prepared Based on Participating Costs as shown on Federal Billing as of 10-19078

AMOUNT CARRIED FORWARD .....



CET SUMMAR

DECEMBER 1978 PAGE

OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TO D
	320	1069	276	01 N 1			4
	320	1069	296	00 N 9			339,2
	320	1069	298	00 N 9			304,9
	320	1069	299	00 N 9			34,3
	320	1069	900	00 P 1			2,7
	320	1069	915	00 P 1			7
	320	1069	950	00 P 1			2
			TOT	P1			338,7
			TOT	N1			4
			** JOB TOTALS **		**	**	339,2
LOUIS ST	CONT NO 8302 * FA PROJ NOS M			320001 100			
	320	1070	201	00 P 1 Cont. Pay.			
	320	1070	201	00 N 1 Cont. Pay.			463,15
	320	1070	206	00 N 1 Interest			244,30
	320	1070	278	01 P 1 SFO #1			1,25
	320	1070	278	02 P 1 SFO #2	3.56CR		10
	320	1070	296	00 N 9	2,007 55		2,00
	320	1070	298	00 N 9	19,220 22		229,46
	320	1070	299	00 N 9	19,220 22CR		429,46
	320	1070	900	00 P 1 Engr.			300,00
	320	1070	900	00 N 1 "	16,947 08		16,20
	320	1070	900	00 N 9 "	17.37		8,96
	320	1070	915	00 P 1 Audit Exp.			24,00
	320	1070	915	02 N 1 " "	147.80		14
	320	1070	950	00 P 1 TRAINING	4.25		4
	320	1070	985	00 P 1 E.E.O.			335
			TOT	P1			6
			TOT	N1	19,098.87		482,025
			TOT	N9	21.62		254,535
			** JOB TOTALS **		**	19,120.49 **	760,561
AGEMENT MAPA	CONT NO		FA PROJ NOS PMS 00S035 100				
	320	1071	278	01 P 1			0
	320	1071	296	00 N 9			474,
	320	1071	298	00 N 9	201.39CR		675
	320	1071	900	00 P 1	201.39		675
			TOT	P1	201.39		201
			** JOB TOTALS **		201.39	**	675
SPRINGFIELD	CONT NO 8318 = FA PROJ NOS M			00S002 100			
	320	1073	201	00 P 1			0
	320	1073	203	00 P 1			88,821
	320	1073	205	03 N 1			3,900
	320	1073	206	00 N 1			3,523
	320	1073	260	04 P 1			24
							1,680

FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
276	01 N 1			494.29	76	76
296	00 N 9			339,275.07CR	75	78
298	00 N 9			304,902.70	75	77
299	00 N 9			34,372.37	77	78
900	00 P 1			2,708.63	75	77
915	00 P 1			786.28	75	77
950	00 P 1			217.72	76	76
TOT	P1			338,780.78		
TOT	N1			494.29		
** JOB TOTALS **		**	**	339,276.07 **		

A PROJ NOS M 320001 100					00 STATE	
201	00 P 1	Cont. Pay.		463,153.72	75	78
201	00 N 1	Cont. Pay.		244,307.99	76	78
206	00 N 1	Interest		1,256.70	77	77
278	01 P 1	SFO #1	3.56CR	102.32	76	78
278	02 P 1	SFO #2	2,007.55	2,007.55	78	78
296	00 N 9		19,220.22	229,460.76CR	75	78
298	00 N 9		19,220.22CR	429,460.76	75	78
299	00 N 9			300,000.00	76	76
900	00 P 1	Engr.	16,947.08	16,209.34	75	78
900	00 N 1	"	17.37	8,966.93	76	78
900	00 N 9	"		24,000.00	78	78
915	00 P 1	Audit Exp	147.80	147.80	78	78
915	02 N 1	" "	4.25	4.25	78	78
950	00 P 1	TRAINING		335.62	76	77
985	00 P 1	E.E.O.		69.30	75	78
TOT	P1		19,098.87	482,025.65		
TOT	N1		21.62	254,535.87		
TOT	N9			24,000.00		
** JOB TOTALS **		**	19,120.49 **	760,561.52 **		

16,574.96

A PROJ NOS PMS 00S035 100				00 STATE	
278	01 P 1			474.56	77	78
296	00 N 9		201.39CR	675.95CR	77	78
298	00 N 9		201.39	675.95	77	78
900	00 P 1		201.39	201.39	78	78
TOT	P1		201.39	676.95		
** JOB TOTALS **		**	201.39 **	675.95 **		

A PROJ NOS M 00S002 100			00 STATE		
201	00 P 1		88,821.75	76	77
203	00 P 1		3,900.00CR	76	77
205	03 N 1		3,523.50CR	76	77
206	00 N 1		24.46	77	77
260	04 P 1		1,680.02	77	77

ROBERT W. STRAUB
Governor

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Closed
CON 5

Mr. Donald P. Allen
City Engineer
City of Eugene
858 Pearl St.
Eugene, OR 97401

May 8, 1978

Dear Mr. Allen:

It is the understanding of this office that engineering costs on city projects, monitored by the state, are not charged to the project. If this is the case, would you certify by letter to me that there will be no charges by the City of Eugene for engineering on the Candlelight Drive-Louis Street (Royal Avenue) Section recently constructed.

Under terms of the original agreement, any costs incurred above the contract amount are to be born by the City of Eugene. We have engineering costs totaling $24,000 which fall into this category. This money was used for other than project purposes and with concurrence of FHWA has been transferred from the participating to non-participating funding category and therefore it becomes the obligation of the state rather than the City of Eugene to make payment.

We would like your written concurrence in this proceeding since it is contrary to the exact wording of the city-state agreement for this project.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

cc: C.T. Keasey
D.H. Moehring ✓
John Scofield
Jim Kinns

Rte — Change explanation 5-10-78 AW

Zahner
Can you explain? YES ✓ AW

Glen Clark - 5/3/78
Royal Ave, FAU 1320
Scofield - $24,000 PE Charges

Jim Kinns needs statement:

1. City will perform a portion of construction engr. without cost to State or FHWA.
2. $24,000 ~~PE~~ CONST ENGR. costs incurred by state shall be wholey at state cost.

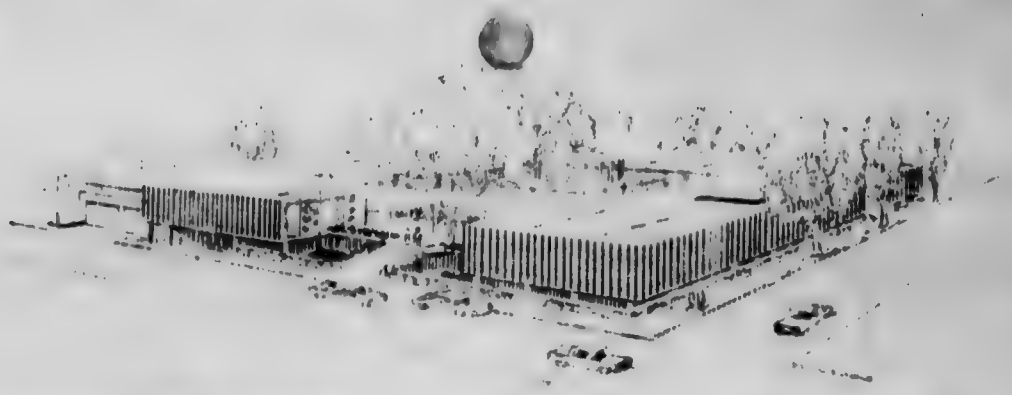
Christopherson - Region Offic Engr. 5/4/78

5-4-78

Talked to Christopherson re. the above, he says City will not bill for Const. Engr. because all of their Engr. employees are budgeted. He will get a statement from City indicating that no claim will be submitted for Const. Engr.

They (REG) have transferred the $24,000 Const. Engr. to non-participating but this makes City liable for the costs. Told him that we needed a letter from Region with their recommendation for state to absorb the $24,000 C.E. costs. He will get this

CITY OF EUGENE



DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

March 24, 1978

James Kinns
Highway Division Accounting
Room 434, Department of Transportation
Salem OR 97310

RE: PAVING ROYAL AVE - CANDLELIGHT TO LEWIS
Contract No. 8302 - City No. 75-55

The final amount of the project assessed by the City as property share was $259,048.23.

Enclosed is a letter dated October 10, 1975 to the Director of Public Works showing the initial contract distribution used to determine the City's estimated share for advance deposit.

The actual cost is also shown based upon amounts I received from you March 23, 1978 by phone.

Please review the distribution and verify the amount of refund due to the City of Eugene.

A. C. Kolb
Construction Office Manager

ACK:dr

CC: Glen L. Clark, Regional Federal Aid Engineer

NOTED
R. J. HACEK

RECEIVED
MAR 27 19[illegible]
HIGHWAY ACCOUNTING

October 10, 1975

TRAUB
OR

OE
and
ngineer

Mr. Donald P. Allen
Director of Public Works
City of Eugene
777 Pearl Street
Eugene, OR 97401

Dear Mr. Allen:

The Highway Division opened bids September 25, 1975, on the Candlelight Drive-Louis Street Urban System Project M-1320(1). Two bids were received and the low bid was submitted by Eugene Sand and Gravel, Inc., of Eugene.

The anticipated construction cost based on the low bid is as follows:

		3-24-78 ACTUAL COST
Contractor's Bid	$679,531.00	$679,531.00
		27,930.71 ← PRICE AGMTS ECT.
Anticipated Additional Items	13,000.00	707,461.71 ← TO CONTRACTOR
	$692,531.00	1,362.58 ← INT. PENELTY & STRIPING
Contingencies (4-1/2%)	31,163.90	49,563.82 ← STATE FORCES
Engineering (9%)	62,327.79	$ 758,388.11
TOTAL	$786,022.69	259,048.23
Less Estimated Property Assessment	274,053.00	$ 499,339.88
Balance Subject to Federal Aid Funding	$511,969.69	

City's Estimated Share:			
100% of Assessment		$274,053.00	$ 259,048.23
11% of $511,969.69	$499,339.88	56,316.67	54,927.39
TOTAL ADVANCE DEPOSIT		$330,369.67	$ 313,975.62 = $16,394.05 DUE CITY

Please submit to this office your check in the amount of $330,370 payable to the Oregon State Highway Division.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L Clark

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rullen
William Anhorn
John Scofield

8302

9

September 20, 1977

The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On September 19, 1977, we wrote to you concerning release of final payment on Contract No. 8302 awarded to Eugene Sand & Gravel, Inc. for work on the Candlelight Dr.-Louis St. (Eugene) Section of Royal Avenue in Lane County.

Final payment on this contract is $2,652.16 and the total contract amount is $707,461.71 including $3,049.38 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Eugene Sand & Gravel, Inc.
3000 North Delta Hwy.
P. O. Box 1067
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

8302 2-10-77

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1320(1)
STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-49

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 14 '77
REFER TO
Quilen
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-3-75	12-20-76	Fau 1320	City St.

GENERAL LOCATION:
Candlelight Drive - Louis St. (Eugene) Section

GENERAL DESCRIPTION OF WORK:
Permanent Pavement Striping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ XXXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-31-77 and based on the data submitted, you are authorized to proceed with the use of City Forces being in the public interest, under City Force Order No. 2.

(Original authorization and obligation of funds using State Forces contained in PS&E approval).

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-10-77	D. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-855

STATE COPY

8302

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB	CANDLELIGHT DR. - LOUIS ST.
CONTRACTOR	EUGENE SAND AND GRAVEL
DATE OF CONTRACT	OCTOBER 17, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN:	SUPERVISION:
PROJECT AUTHORIZATION:	$786,022.69
EXCLUSIVE OF ENGINEERING:	$723,694.90
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING:	$705,059.43
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN	9.7 %

SECTION	EUGENE
HIGHWAY	ROYAL AVENUE
KIND OF WORK	GRADING AND PAVING
CONTRACT NUMBER	8302
DATE WORK STARTED	NOVEMBER 5, 1975
SPECIFIED WORK DAYS	
SPECIFIED CALENDAR DAYS	225
SPECIFIED COMPLETION DATE	
ENGINEERING AUTHORIZATION	$62,327.79
ENGINEERING COST TO DATE	23,340 ~~20,840.00~~
PERCENT OF AUTHORIZATION	~~32~~ %

WEEK ENDING:	OCT. 9, 1976
SECTION PREFIX	320 - 1070
COUNTY	LANE
FEDERAL AID PROJECT NUMBER	M-1320 (1)
ESTIMATED COMPLETION DATE	~~SEPTEMBER 11, 1976~~
WORK DAYS USED	
CALENDAR DAYS USED	221
PERCENT OF TIME ELAPSED	98
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST	100
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION	~~100~~ 91
DATE PROJECT WAS COMPLETED:	~~August~~ Sept 10, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE TREATED LIME	OIL AND/OR PAVE.			
100	100	100	100	100			
			GRADING	3/4 Rock SURFACING	LIME	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			1.32	1.32	1.32		1.32
MILES PARTIALLY COMPLETED							
MILES COMPLETED			1.32	1.32	1.32		1.32
TOTAL ESTIMATED QUANTITIES (CONTRACT)			13,950 CY	4000 TN	35,100 SY		14,600 TN
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES			18950	5200	35100		16026
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0	0		0
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							
EQUIPMENT USED DURING THE WEEK:							

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	CLOUDY	0		
MONDAY 4	3 HOURS			
TUESDAY 5	CLOUDY			
WEDNESDAY 6	FAIR			
THURSDAY 7	"			
FRIDAY 8	"			
SATURDAY 9	"	0		

Keasey Routing
Bond
Jackmond
Harwood
Johnson
Walker

RECEIVED
OCT 11 1976
CONSTRUCTION SECTION

Richards
Glenn
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

PERIOD THIS ACTIVITY NO

REMARKS

CC: Construction 2
FHWA
Region
File

SIGNED Jack V. Brothers LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8202

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-98		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lane
MODIFICATION NUMBER 2	5-12-76	Project Number M-1320(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 795,219	$ 795,219
Federal funds	$ 621,781	$ 795,219
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed November 11, 1975
is modified to increase Federal-aid participation to
100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $ 173,438."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8302 STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 5-69		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Lane
MODIFICATION NUMBER: 1	5-12-76	Project Number: M-1320(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 749,739	$ 795,219
Federal funds	$ 586,220	$ 621,781
Other revisions		

This modification is made for the following reasons:

To include approved items and increase of bid quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green *(Division Administrator)*

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-813

Oregon State Highway Division
Salem, Oregon, May 10, 1976

Federal-aid Project
No. M-1320(1)

CANDLELIGHT DRIVE-LOUIS STREET (EUGENE) SECTION
CITY STREET (ROYAL AVENUE) IN LANE COUNTY

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 36+11 to Sta. 107+21.71)

Mobilization	All Required		$ 46,500.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	280 sq.ft.	5.00	1,400.00
Temporary Barricades	2 only	100.00	200.00
Flagmen	3,000 hour	14.00	42,000.00
Clearing and Grubbing	All Required		6,060.00
Removal of Structures and Obstructions	All Required		2,040.00
Ditch Excavation	20 cu.yd.	5.00	100.00
General Excavation	18,950 cu.yd.	1.36	25,772.00
*Trench Excavation	8,666 cu.yd.	12.25	106,158.50
Finishing Roadbed and Slopes	All Required		9,050.00
Furnishing and Placing Topsoil	25 cu.yd.	10.00	250.00
3/4" - 0 Aggregate Base	4,000 ton	6.00	24,000.00
Lime-Treated Subgrade	35,100 sq.yd.	0.45	15,795.00
Lime for Treated Subgrade	400 ton	57.50	23,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	14,600 ton	6.15	89,790.00
Asphalt Cement in Mixture	950 ton	80.00	76,000.00
4-inch Culvert Pipe	6 lin.ft.	5.00	30.00
10-inch Culvert Pipe	1,180 lin.ft.	2.75	3,245.00
12-inch Culvert Pipe	380 lin.ft.	7.40	2,812.00
15-inch Culvert Pipe	1,730 lin.ft.	7.50	12,975.00
18-inch Culvert Pipe	1,050 lin.ft.	9.05	9,502.50
21-inch Culvert Pipe	2,400 lin.ft.	11.75	28,200.00
24-inch Culvert Pipe	350 lin.ft.	14.80	5,180.00
36-inch Culvert Pipe	80 lin.ft.	30.50	2,440.00
48-inch Culvert Pipe	250 lin.ft.	40.00	10,000.00
8-inch Sewer Pipe	380 lin.ft.	8.00	3,040.00
Extra for Pipe Under Pavement	400 lin.ft.	8.60	3,440.00
24-inch Pipe Screen	1 only	130.00	130.00
36-inch Pipe Screen	1 only	140.00	140.00
48-inch Pipe Screen	3 only	145.00	435.00
36-inch Trash Rack	1 only	80.00	80.00

48-inch Trash Rack	3 only	155.00	$ 465.00
Concrete Manholes	23 only	450.00	10,350.00
Concrete Inlets, Type 2-1/2A	47 only	385.00	18,095.00
Concrete Inlets, Type 4A	2 only	400.00	800.00
Guard Rail	50 lin.ft.	15.00	750.00
Concrete Walks	6,160 sq.yd.	6.75	41,580.00
5-inch Concrete Driveways	1,130 sq.yd.	7.65	8,644.50
7-inch Concrete Driveways	100 sq.yd.	9.00	900.00
Concrete Curb with 4-1/2-foot Gutter	12,430 lin.ft.	5.75	71,472.50
Concrete Curb with 1-1/2-foot Gutter	910 lin.ft.	4.00	3,640.00
Extra for Asphalt Approaches	30 only	25.00	750.00
Extra for Asphalt Walks	210 sq.yd.	2.00	420.00
Extra for Asphalt Curbs	215 lin.ft.	2.00	430.00
Adjusting Manholes	27 only	85.00	2,295.00
Reconstructing Manholes	13 only	250.00	3,250.00
Adjusting Cleanouts	15 only	150.00	2,250.00
Installing Interior Drop Connections	4 only	325.00	1,300.00
			$718,157.00

Anticipated Items		
On-the-Job Trainees (1 @ $800)	All Required	$ 800.00
Permanent Pavement Striping (SF)	All Required	2,000.00
Temporary Erosion Control (EW)	All Required	1,000.00
Adjust Existing Sewer Lines (EWO #3)	All Required	720.00
Adjust Existing Monument Cases (EWO #2)	All Required	250.00
		$ 4,770.00
	Subtotal	$722,927.00
	Engineering	72,292.00
	Total	$795,219.00

Length of Project - - - - - 1.346 Miles
Cost of Roadway Per Mile- - $590,801.63

*Change in quantities.

SUMMARY OF FUNDS

Federal Funds	$621,781.00
State Funds	86,719.00
City Funds	86,719.00
Total	$795,219.00

Group 1 - 100%

Contract No. 8302

Prefix: 320-1070

CANDLELIGHT DR.-LOUIS ST. (EUGENE) SECTION
Nonparticipating work

Setting Mailbox Posts (Bid Item)	70 only	25.00	$ 1,750.00
Furnish Mailbox Posts	All Required		200.00
			$ 1,950.00

8302

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-87	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-11-75	Form Approved; O.M.B. No. 04-R2069 STATE Oregon COUNTY Lane PROJECT NO. M-1320(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Candlelight Drive-Louis St. (Eugene)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	9-3-75	1.346

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 749,739.00	$ 586,220.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green *(Division Engineer)* R. O. Wright

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 4, 1975

Federal-aid Project
No. M-1320(1)

CANDLELIGHT DRIVE-LOUIS STREET (EUGENE) SECTION
CITY STREET (ROYAL AVENUE) IN LANE COUNTY

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 36+11 to Sta. 107+21.71)

Mobilization	All Required		$ 46,500.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	280 sq.ft.	5.00	1,400.00
Temporary Barricades	2 only	100.00	200.00
Flagmen	3,000 hour	14.00	42,000.00
Clearing and Grubbing	All Required		6,060.00
Removal of Structures and Obstructions	All Required		2,040.00
Ditch Excavation	20 cu.yd.	5.00	100.00
General Excavation	18,950 cu.yd.	1.36	25,772.00
Trench Excavation	5,370 cu.yd.	12.25	65,782.50
Finishing Roadbed and Slopes	All Required		9,050.00
Furnishing and Placing Topsoil	25 cu.yd.	10.00	250.00
3/4" - 0 Aggregate Base	4,000 ton	6.00	24,000.00
Lime Treated Subgrade	35,100 sq.yd.	0.45	15,795.00
Lime for Treated Subgrade	400 ton	57.50	23,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	14,600 ton	6.15	89,790.00
Asphalt Cement in Mixture	950 ton	80.00	76,000.00
4-inch Culvert Pipe	6 lin.ft.	5.00	30.00
10-inch Culvert Pipe	1,180 lin.ft.	2.75	3,245.00
12-inch Culvert Pipe	380 lin.ft.	7.40	2,812.00
15-inch Culvert Pipe	1,730 lin.ft.	7.50	12,975.00
18-inch Culvert Pipe	1,050 lin.ft.	9.05	9,502.50
21-inch Culvert Pipe	2,400 lin.ft.	11.75	28,200.00
24-inch Culvert Pipe	350 lin.ft.	14.80	5,180.00
36-inch Culvert Pipe	80 lin.ft.	30.50	2,440.00
48-inch Culvert Pipe	250 lin.ft.	40.00	10,000.00
8-inch Sewer Pipe	380 lin.ft.	8.00	3,040.00
Extra for Pipe Under Pavement	400 lin.ft.	8.60	3,440.00
24-inch Pipe Screen	1 only	130.00	130.00
36-inch Pipe Screen	1 only	140.00	140.00
48-inch Pipe Screen	3 only	145.00	435.00
36-inch Trash Rack	1 only	80.00	80.00

48-inch Trash Rack	3 only	155.00	$ 465.00
Concrete Manholes	23 only	450.00	10,350.00
Concrete Inlets, Type 2 1/2A	47 only	385.00	18,095.00
Concrete Inlets, Type 4A	2 only	400.00	800.00
Guard Rail	50 lin.ft.	15.00	750.00
Concrete Walks	6,160 sq.yd.	6.75	41,580.00
5-inch Concrete Driveways	1,130 sq.yd.	7.65	8,644.50
7-inch Concrete Driveways	100 sq.yd.	9.00	900.00
Concrete Curb with 4 1/2-foot Gutter	12,430 lin.ft.	5.75	71,472.50
Concrete Curb with 1 1/2-foot Gutter	910 lin.ft.	4.00	3,640.00
Extra for Asphalt Approaches	30 only	25.00	750.00
Extra for Asphalt Walks	210 sq.yd.	2.00	420.00
Extra for Asphalt Curbs	215 lin.ft.	2.00	430.00
Adjusting Manholes	27 only	85.00	2,295.00
Reconstructing Manholes	13 only	250.00	3,250.00
Adjusting Cleanouts	15 only	150.00	2,250.00
Installing Interior Drop Connections	4 only	325.00	1,300.00
			$677,781.00

Anticipated Items

On-the-Job Trainees (1 at $800)	All Required	$ 800.00
Permanent Pavement Striping (S.F.)	All Required	2,000.00
Temporary Erosion Control (E.W.)	All Required	1,000.00
		$ 3,800.00
Subtotal		$681,581.00
Engineering		68,158.00
Total		$749,739.00

Length of Project - - - - - - 1.346 Miles
Cost of Roadway Per Mile- - - $557,012.63

Retain in Program

Bikeway Signs and Pavement Stencils (S.F.)	All Required	$ 3,000.00
Adjust Existing Sewer Lines	All Required	5,000.00
Adjust Existing Monument Cases	All Required	1,000.00

e Highway Division

SUMMARY OF FUNDS

Federal Funds	$586,220.00
State Funds	81,759.50
City Funds	81,759.50
Total	$749,739.00

Group 1 - 100%

Contract No. 8302

Prefix: 320-1070

CANDLELIGHT DR.-LOUIS ST. (EUGENE) SECTION

Nonparticipating Work

Setting Mailbox Posts (Bid Item)	70 only	25.00	$ 1,750.00
Furnish Mailbox Posts	All Required		200.00
			$ 1,950.00

Jans Eugene

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Eugene
777 Pearl St.
Eugene, OR 97401
Attention of Mr. Donald P. Allen
Director of Public Works

Request No. (assigned by staff engineer or head of section) cc 1542

Date January 20, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Urban System Project M-1320(1)
Candlelight Drive-Louis Street Section
Royal Avenue, FAU 1320
City of Eugene

Itemized Statement: CLR-DT FILE M-1320-1 Advance Deposit $330,370

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for subject project Contract No. 8302 Amount to be transferred To be retained		$300,000 $ 30,370

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 330,370

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
320-1070-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
RECEIVED
COUNTY & CITY SECTION
JAN 30 1976
Regional Engineer

Approved:
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Form A-108—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Candlelight Dr-Louis St. (Eugene) Date January 7, 19 76

Highway Royal Avenue Contract No. 8302 F. A. Project No. M-1320(1)

County Lane Prefix 320-1070 Account No.

Description of Work To Be Done:

Temporary centerline striping by City of Eugene 5,320 Lin. Ft.

Location by Station Numbers: 40+24 (Berntzen) to 61+67 (Ruskin), 66+00 (Echo Hollow) to 89+58 (Williams) Except Beltline R.O.W, 93+11 (Danebo) to 97+00, 101+00 (Candlelight Dr.) to 107+22 end of Project.

Estimate of Quantities and Costs:

Labor	$ 45.00
Material	35.00
Equipment	30.00
Total	$110.00

APPROVED EFFECTIVE DATE 2-3-76
Contingent upon the availability of project authorization and the required funds are
BY G. K. Hossner
TITLE G. K. Hossner Dist. Engineer
DATE 2-23-76
FEDERAL HIGHWAY ADMINISTRATION

Explanation:

State forces not available for striping, and the contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$786,022.69
Present estimate of project cost, including $110.00 for work under this order	$756,038.79
Expected under-run (amount)	$ 29,983.90
Expected under-run (per cent)	3.7

Space to right of this line is for use of Salem Office

Submitted by: Jack N. Gerkman
Resident Engineer

Approval Recommended: [illegible]
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved: [illegible]
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

#8302

November 12, 1975

City of Eugene
City Hall
Eugene, OR 97401

Attention: S. P. Flegstad
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5333

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement covering the Candlelight Street-Louis Street (Eugene) Section Project on Royal Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

10-27-75

RESOLUTION NO. 2452

A RESOLUTION AUTHORIZING ENTERING INTO A SUPPLEMENTAL PROJECT AGREEMENT FOR CERTAIN STREET CONSTRUCTION UNDER THE FEDERAL-AID URBAN SYSTEM PROGRAM.

WHEREAS, in the interest of the health, safety and welfare of the motoring public certain roadway widening is needed on Royal Avenue from Louis Street to a point 1000 feet west of Candlelight Lane in the City of Eugene, Oregon; and,

WHEREAS, there are certain programs available to aid in the construction of said street construction,

NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF EUGENE, OREGON, as follows:

Section 1. The City of Eugene is hereby authorized to enter into a supplemental agreement to the Urban System Project Agreement with the Oregon State Highway Department and Federal Highway Administration for participation in roadway widening on Royal Avenue from Louis Street to a point 1000 feet west of Candlelight Lane in the City of Eugene, Oregon, a copy of which is attached hereto as Exhibit "A", so marked, and by this reference incorporated herein. These projects are to be accomplished in accordance with the Federal-Aid Urban System Program under the guidelines established by the above referred to agencies, and in conformity with the agreement.

Section 2. The Mayor and the City Recorder are hereby authorized and directed to execute the supplemental agreement attached hereto on behalf of the City of Eugene, and the city staff is authorized and directed to take such steps and prepare such documents as may be necessary to perfect this project agreement.

The foregoing resolution adopted this 27th day of October, 1975.

/s/ S. P. Flogstad
City Recorder

Rulien
PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Bert S. Teitzel
City Engineer
City of Eugene
777 Pearl Street
Eugene, OR 97401

October 17, 1975

Dear Mr. Teitzel:

This will acknowledge your letter of October 16, 1975, forwarding a check in the amount of $330,370 as an advance deposit on the Royal Avenue-Candlelight-Louis section project M-1320(1).

By a copy of this letter, the check is being forwarded directly to Mr. V. E. Skoog, Fiscal Officer, Salem, for proper handling.

The Project Management Section was advised October 17, 1975, by telephone that the advance deposit was on hand so that preparation for contract award could proceed.

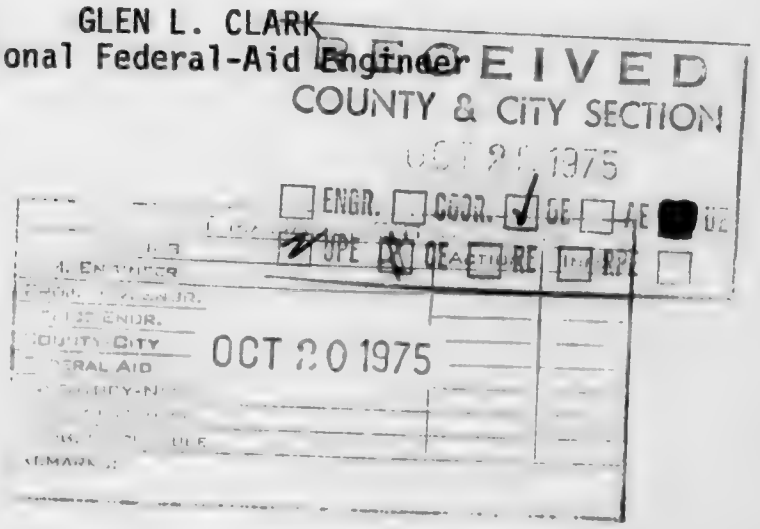
Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
L. E. George
V. E. Skoog
William Anhorn
John Scofield



8302

City of Eugene

Salem, Oregon

October 13, 1975

MEMO TO THE FILES

C. G. Swenson
Specifications Engineer

Wage Determination Decision on
S. E. 92nd Ave. -N. W. Ava Ave. Section and
Candlelight Dr. -Louis St. (Eugene) Section

The 5 September 1975 issue of the Federal Register carried a Superseded Labor Decision OR 75-5111. This Decision was received in this office on 10 September 1975 and was transmitted to Plan Holders on the subject projects by addendum letters dated 11 September, 1975.

About 9 October 1975 it was discovered that the wage rate of $9.02 per hour for Laborers Group 3, Zone A, was in error; the correct rate should have been $8.02. FHWA was notified who in turn notified the U. S. Department of Labor in Washington, D.C. A Modification of this Labor Decision correcting the error is being published in the Federal Register.

An addendum letter notifying plan holders of this error was mailed to plan holders of affected projects schedule for bid opening on 23 October 1975; however, the contracts for the two subject projects (S.E. 92nd Ave. -N. W. Ava Ave. and Candlelight Dr. -Louis St.) will carry a minimum rate of $9.02 for Group 3 Laborers in Zone A.

CGS:fw

Rulien

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Donald Allen, Director
Department of Public Works
City of Eugene
777 Pearl Street
Eugene, Oregon 97401

September 22, 1975

This will acknowledge your letter of September 16, 1975, concerning the Royal Avenue FAUS project advising that all local agencies agree to the transfer of $237,900. from two previously approved projects to meet the increased cost of the Royal Avenue project.

Copies of your letter and summary are being forwarded to the Project Management section. There would seem to be no complications at this time with this procedure.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

COPY SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L.W. Rulien
William Anhorn
Al Driver
Fred Dyer
Hal Fleck

cc: Laux
Limit F.A. Billings to indicated amounts ($5,000 & $15,000)
GEG

ACTION

SEP 23 1975

Sorry
#
2
Also have F.A. Agreement ready for R.E. sta
R

DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

September 16, 1975

Mr. Glen Clark
Regional Federal Aid Engineer
Region 3
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

In accordance with our verbal agreement, we would like to request that the preliminary engineering funds allocated to the Pearl-High Connector and West Amazon Parkway projects be reduced to "token" Federal funding amounts, in order to compensate for the additional FAU funds needed for the Royal Avenue project.

We propose to reduce the preliminary engineering allocation to $5,000 on the Pearl-High and $15,000 on the West Amazon project, therefore making available a total of $237,900 for expenditure at this time. If this is acceptable to the State and the FHWA, this amount will be nearly sufficient to make up the difference on Royal Avenue, and may even exceed it if the contract is lower than the State's estimate.

Attached is a revised table showing the status of funds, reflecting this proposed change. We understand that this urbanized area is still "overcommitted" through June 30, 1976. However, we believe this will not pose a problem as not all of our projects will be under contract by that date.

The other agencies receiving FAU funds in the area agree to this approach and have indicated by signing below.

Very truly yours,

Donald P. Allen, Director
Department of Public Works

Al Driver, Director
Lane County Department of Transportation

Hal Fleck, Director
Springfield Public Works Department

Fred C. Dyer, General Manager
Lane Transit District

Attachment

LANE COUNCIL OF GOVERNMENTS

SERVING CITIZENS OF LANE COUNTY FOR MORE THAN A QUARTER OF A CENTURY

135 SIXTH AVENUE EAST
EUGENE, OREGON 97401
(503) 687 4283

September 16, 1975

Mr. Glen Clark
Regional Federal Aid Engineer
Region 3
Oregon State Highway Division
Post Office Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

The L-COG Transportation Planning Committee met September 16 and endorsed the use of $508,000 from the FAU fund for Royal Avenue. The preliminary engineering for the West Amazon Parkway was reduced to $15,000 to compensate for the increased estimate for Royal Avenue.

Please find the FAU balance sheet enclosed. The minutes will be mailed for approval prior to the October 7 meeting. If you require the approved minutes for your file, please advise me.

Very truly yours,

Bill Guenzler

Bill Guenzler
Transportation Planner

620:jam
CDS:t
Enclosure

cc: Mr. Don Allen

ROYCE M. PRODOCK
CHAIRMAN

SAMUEL T. FREAR
VICE-CHAIRMAN

L. DOUGLAS HALLEY
EXECUTIVE DIRECTOR

Status of Urban System Funds

Eugene-Springfield Urbanized Area

Revised 9-75

Allocation of Federal Funds:	
Fiscal Year 1972	$ 112,459
1973	112,459
1974	667,046
1975	682,342
1976	698,928
Total through June, 1976	$2,273,234
Project Commitments	
29th-Alder, Amazon Parkway	$ 338,200
Carpool Demo Project	67,500
Pearl-High Connector, Amazon Parkway	5,000
Wallis-Jefferson, W. Amazon Parkway	15,000
Beltline Road and Coburg Road	819,000
Irvington-Maxwell, Prairie Road	370,500
Candlelight-Louis, Royal Avenue	508,000
Mill-5th, Centennial Blvd.	171,600
Springfield Traffic Signals	132,600
TOTAL COMMITMENTS	$2,427,400
Net uncommitted balance:	
$2,273,234 -$2,427,400 =	-$ 154,166

TION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GE	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
L ST-19TH AVE EUGENE. CONT NO.		FA PROJ NOS M 145002 100				
PEARL-HIGH 320	1961	296	00 N 9	1 030P	32 48CP	1 048 69CP ST
320	1961	298	00 N 9	1 03	32 48	1 048 69
320	1961	910	00 P 1		9 00	1 041 90
320	1961	923	00 N 1			86 02
		TOT	P1		9 00	1 041 90
		TOT	N1			86 02
		** JOB TOTALS **		**	9 00 **	1 127 92 **
TH AVE-JEFFERSON ST EUGE CONT NO.		FA PROJ NOS M 140001 100				
W. AMAZON 320	1962	296	00 N 9	28 50CP	28 50CP	28 50CP ST
320	1962	298	00 N 9	28 50	28 50	28 50
320	1962	910	00 P 1		36 42	36 42
		TOT	P1			
		** JOB TOTALS **		**	36 4 **	36 4 **
P ING EUGENE. CONT NO.		FA PROJ NOS SRS 003003 100				
320	1970	910	00 P 1			ST
320	1970	901	00 P 1	1 033 91	2 063 19	5 [illegible]
320	1970	901	00 N 1			[illegible]
320	1970	915	00 P 1			[illegible]
320	1970	923	00 P 1		30 00	[illegible]
		TOT	P1			[illegible]
		TOT	N1	1 033 91	2 093 19	5 [illegible]
		** JOB TOTALS **		1 033 91 **	2 093 19 **	5 333 45 **
ING SPRINGFIELD. CONT NO.		FA PROJ NOS SRS				
320	1973	901	00 P 1			ST
320	1973	901	00 N 1			[illegible]
		TOT	P1			[illegible]
		TOT	N1			[illegible]
		** JOB TOTALS **		**	**	541 24 **
TH A E-E 30TH AVE EUGENE. CONT NO.		FA PROJ NOS M 190001 100				
320	1979	296	00 N 9	53 41CP	33 27CP	141 22CP ST
320	1979	298	00 N 9	53 41	33 27	141 22
320	1979	910	00 P 1			[illegible]
320	1979	923	00 P 1			[illegible]
320	1979	901	00 P 1		91 27	[illegible]

9302

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 18, 1975

TO MEMO TO THE FILE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
September 25 Bid Letting

Bids will be opened September 25 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. N. W. Ninth Street at Buchanan Avenue (Corvallis)
City Street, Benton County
Grade, Pave and Signal Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b); which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Five-foot concrete sidewalks will be provided on Ninth Street 600 feet north on both sides and 300 feet south on the east side only. Four ramps will be provided at intersection.

2. Clackamas River (McLoughlin) Bridge
Pacific Highway East, Clackamas County
Bridge Painting Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Milton Creek and Beaver Creek Bridges
FAS 816, 689 and 854, Columbia County
Structures (4) Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514 (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Thirty-four-foot roadway width will be provided on the two Milton Creek Bridges and the Beaver Creek Bridge on the Old Columbia Highway. A 30-foot roadway width will be provided on Beaver Creek Bridge on McDonald Road.

4. Bend Maintenance Building
The Dalles-California Highway, Deschutes County
Building Project

Same as No. 2.

5. Candlelight Drive-Louis Street (Eugene)
FAUS 1320, Royal Avenue, Lane County
Grade and Pave Project

Six-foot Class III bike lanes to be provided. Five-foot concrete sidewalks with curb cuts also provided. 1.35 miles in length. This is a City of Eugene design.

6. S. E. 92nd Avenue-N. W. Ava Avenue
Mt. Hood Highway, FAUS 0640, Multnomah County
Grade, Pave and Signals Project

Class II bikeway will be provided from 136th Avenue to Ava Avenue as replacement of existing Class III bikeway. From 92nd Avenue to 136th Avenue, 8-foot paved shoulders will be provided except at channelized intersections, where 4-foot shoulders will be provided. Five miles in length.

7. Tillamook and Trask Rivers Bridges
Netarts Highway, Tillamook County
Bridge Painting Project

Same as No. 2.

3. Milton Creek and Beaver Creek Bridges
FAS 816, 689 and 854, Columbia County
Structures (4) Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514 (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Thirty-four-foot roadway width will be provided on the two Milton Creek Bridges and the Beaver Creek Bridge on the Old Columbia Highway. A 30-foot roadway width will be provided on Beaver Creek Bridge on McDonald Road.

4. Bend Maintenance Building
The Dalles-California Highway, Deschutes County
Building Project

Same as No. 2.

5. Candlelight Drive-Louis Street (Eugene)
FAUS 1320, Royal Avenue, Lane County
Grade and Pave Project

Six-foot Class III bike lanes to be provided. Five-foot concrete sidewalks with curb cuts also provided. 1.35 miles in length. This is a City of Eugene design.

6. S. E. 92nd Avenue-N. W. Ava Avenue
Mt. Hood Highway, FAUS 0640, Multnomah County
Grade, Pave and Signals Project

Class II bikeway will be provided from 136th Avenue to Ava Avenue as replacement of existing Class III bikeway. From 92nd Avenue to 136th Avenue, 8-foot paved shoulders will be provided except at channelized intersections, where 4-foot shoulders will be provided. Five miles in length.

7. Tillamook and Trask Rivers Bridges
Netarts Highway, Tillamook County
Bridge Painting Project

Same as No. 2.

8. Mosquito Creek Bridge, FAS 753
Middle Island Road, Yamhill County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Grading and paving incidental to structure, which is 140 feet in length. Roadway width will be 30 feet. A 4-foot shoulder will be provided on short 200-foot approaches.

9. Scott Creek-Stony Brook Section
Umpqua Highway, Douglas County
Grade, Pave and Passing Bay Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Four-foot shoulders will be provided.

10. Corvallis-Lebanon Highway at County Roads 704 and 705
Corvallis-Lebanon Highway, Linn County
Channelization Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

cc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

DES:jp ja

1320

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 17, 1975

FILE:

FROM: A. H. Versteeg
Road Design Engineer

SUBJECT: Candlelight Drive-Louis Street (Eugene
FAU 1320 (Royal Avenue)
Lane County

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

We were advised this date by Mr. Dave Reinhard, Planning Engineer for City of Eugene that the Eugene City Council had approved the City's portion of the funding for the Candlelight Drive-Louis Street (Eugene) Section of FAU 1320 (Royal Avenue).

We were also advised that LCOG had approved the project and that a letter from them would be forthcoming.

Bids will be opened on this project at our September 25, 1975 bid opening.

AB:we
cc: E. S. Hunter
L. W. Rulien
Al Williams

RECEIVED
STATE HWY ENG.
SEP 17 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Rulien

OREGON STATE HIGHWAY DIVISION

PRO 6

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. David Reinhard
Planning Director
Director of Public Works
777 Pearl Street
Eugene, OR 97401

September 5, 1975

Dear Mr. Reinhard:

This will acknowledge your letter of September 3, 1975, requesting that the City of Eugene be permitted to perform construction engineering on the Royal Avenue (FAUS 1320) in Eugene.

You may proceed to plan to accomplish the construction engineering and by a copy of this letter I am asking the Project Management section to ammend or rewrite the current City-State Construction-Finance Agreement to reflect this change in responsibility.

When copies are available for signature they will be sent to you for handling.

Very truly tours,

ALFRED SHIRLEY, JR.
Regional Engineer

SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L.W. Rulien
Bill Anhorn
John Scofield

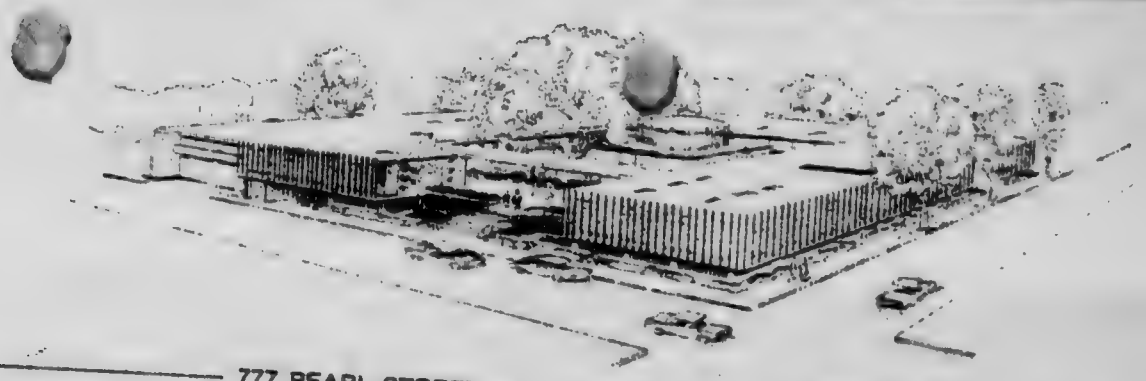
M. Dick - ... Dick
... Bill
L. W.

Rp 2 ®

SEP - 8 1975 FAUS Dist

CITY OF EUGENE

DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401



September 3, 1975

Mr. Glen Clark
Regional Federal Aid Engineer
Region 3
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

We would like to request that the City of Eugene be permitted to perform construction engineering on Royal Avenue paving project (FAUS 1320). Your letter of July 24, 1975, notified us that we are now qualified for construction engineering on Federal Aid projects. However, the project agreement which has already been executed indicates that the State would do the construction engineering on the job. If an amendment to the project agreement or any other action is required by us at this time, please let us know. Thank you.

Very truly yours,

David Reinhard

David Reinhard
Planning Engineer

DR:dr

Eugene

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	9-2-75

BY (Signature): L. W. Rulien's August 27, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

~~STATEWIDE~~ ITEM NOS. 49 THRU

~~STATEWIDE~~ ITEM NOS. ____ THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **
49	M-1320(1)	1.35	$930,000	727,100

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Candlelight Drive - Louis Street (Eugene) Section. Lane County State of Oregon.	Grade, Drain and high type pavement.

9-3-75

RECEIVED
COUNTY & CITY SECTION
SEP 4 - 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 9-2-75	SIGNATURE AND TITLE C R Burghardt for G. L. Green, Division Administrator

* Program approval [illegible] shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-46
(Rev. 8-71)

GPO 918-690

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. Q.

FORM PR-1 (REV. 4-61)

August 27, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1 (10)(20)	PROJECT LOCATION (45 typewriter spaces): City Street, Royal Avenue in Eugene 21 68	ADT	PRESENT: 4,000	FUTURE: 7,500 (66)	YEAR: 95 (70)(71)(72)	REGION: 10	STATE NAME: Orebon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASS'N. (70)	DA AREA (71)(72)	EMERG. YR. (73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S): M- (14 28) NUMBER: 1320 (7)				
CARD	CLASS OF FEDERAL FUNDS: Urban System						COUNTY NAME: Lane						
	NAME OF URBAN AREA: Eugene 17-31						ROUTE NO. U	FEDERAL-AID: 1320 (32)	STATE: City Street (36)(37)	U.S. --			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
								(54) (58)	(59) (66)	(67) (76)		
1	(1-4 5)	11 6	41	42	43 46	53						
5					PE		City Street, Royal Avenue in Eugene					
5					ROW							
5					CONST (CODE) 6203		"Candlelight Drive-Louis Street (Eugene) Section"					
								1.35	930,000	727,100	101,450	101,450 (Ci
							PROJECT TOTALS	1.35	930,000	727,100	101,450	101,450 (Ci

(16) (22)(24) (28) REMARKS

RECEIVED
COUNTY & CITY SECTION
SEP 4 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

SEP 2 1975
FHWA OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

August 27, 1975

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ty Street, Royal Avenue in Eugene	ADT	4,000	7,500	95	10	Orebon	41	W32	49

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ave								M-	1320	(1)		

Urban System

Eugene

COUNTY NAME: Lane — CODE: 039

ROUTE NO. U — FEDERAL-AID: 1320 — STATE: City Street — U.S.: --

PROGRAM STAGE: [ ] 1 OR [XX] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		City Street, Royal Avenue in Eugene						Gr., Dr., H.T. Pave 36' to 46' curb to curb roadway for two 11.5' travel lanes, partial 11' left turn median, 6' bike way each side & 5' sidewalks. Adjustment of utilities required incl. prep. work.
ROW								
ONST (CODE) 6203		"Candlelight Drive-Louis Street (Eugene) Section"	1.35	930,000	727,100	101,450	101,450 (City)	ROW-60' maximum; Access Control-None; Parking Restrictions-Complete
BY		PROJECT TOTALS	1.35	930,000	727,100	101,450	101,450 (City)	

RECEIVED
COUNTY & CITY SECTION
SEP 4 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

APPROVAL DATES

1975

GON DIVISION

(Over)

USCOMM DUSC 0000-DC 44905-P61

Candlelight Dr.-Louis St. (Eugene) Section

Project No. M-1320(1)

Existing Facility: 20-foot oil surfaced roadway.

Adjacent Sections: West End---22' oil surfaced roadway.
East End---36' curbed roadway with two 12' travel lanes & 6' bikeway each side.

Project Data: Work under this project consists of grade, drain, high type pavement necessary to widen the existing facility to provide for curbed roadway for two 12' travel lanes with 6' bikeway each side and 5' sidewalk on both sides from Louis Street to Ellsworth Street. 46' roadway for two 11 1/2' travel lanes, 11' left-turn median, 6' bikeway each side and 5' sidewalks on both sides from Ellsworth Street to Can Drive. Adjustment of utilities (sewer and water) required including preparatory work.

NOTE: Construction engineering may be accomplished by City of Eugene forces with review by State forces.

Right-of-Way: No additional required

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None required

IM 50-1-70 Requirements: Exempt from State and District 5 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on April 2, 1975.

FHPM 7-7-5 Requirements: a. Public Hearings: Not required under Oregon Action Plan (Category 3 Project).

b. Location/Design: Not a factor in the development of this project.

Control of Utilities: A State-City agreement was executed on June 4, 1975 to comply with para. 6d(1) of PPM 30-4.1.

NOTE: (1) This project is in Congressional District No. 4.

(2) On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at P.S. & E. stage and the stipulated in the P.S. & E. documents.

Candlelight Dr.-Louis St. (Eugene) Section

Project No. M-1320(1)

: 20-foot oil surfaced roadway.

: West End---22' oil surfaced roadway.
East End---36' curbed roadway with two 12' travel lanes & 6' bikeway each side.

rk under this project consists of grade, drain, high type pavement necessary to widen the existing facility to provide for a 36' r two 12' travel lanes with 6' bikeway each side and 5' sidewalk on both sides from Louis Street to Ellsworth Street. 46' curbed l 1/2' travel lanes, 11' left-turn median, 6' bikeway each side and 5' sidewalks on both sides from Ellsworth Street to Candlelight t of utilities (sewer and water) required including preparatory work.

on engineering may be accomplished by City of Eugene forces with review by State forces.

additional required

ailroads, Airports, Water Developments, Historical and Recreational Areas: None required

rements: Exempt from State and District 5 Clearinghouse A-95 review under working agreements.

rements: Nonmajor action project concurred in by FHWA on April 2, 1975.

rements: a. Public Hearings: Not required under Oregon Action Plan (Category 3 Project).

b. Location/Design: Not a factor in the development of this project.

ties: A State-City agreement was executed on June 4, 1975 to comply with para. 6d(1) of PPM 30-4.1.

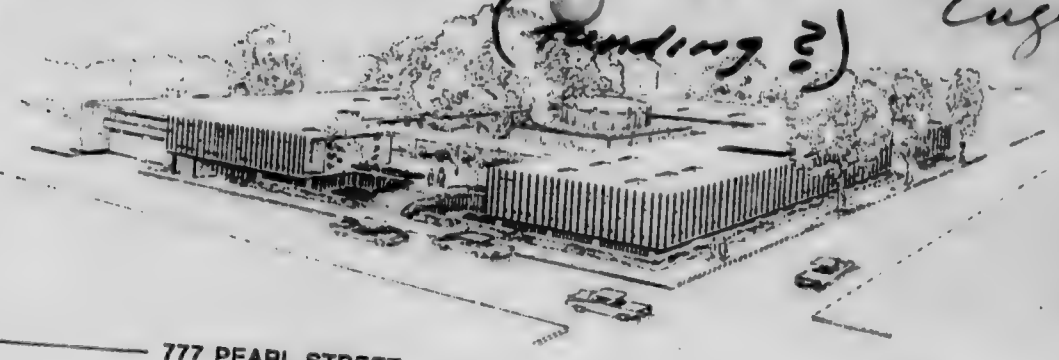
project is in Congressional District No. 4.

he-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at P.S. & E. stage and the number ulated in the P.S. & E. documents.

Bill 9/15/75
(funding ?)

FAUS
Eugene

CITY OF EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

September 2, 1975

Mr. Glen Clark
Regional Federal Aid Engineer
Region 3
Oregon State Highway Division
Roseburg, Oregon 97470

Dear Mr. Clark:

Gary Zehner of the County-City unit has brought to our attention the fact that the State's cost estimate for our Royal Avenue project (FAUS 1320) is substantially higher than we had previously estimated. Therefore, we have agreed to bring the matter up at our L-COG Transportation Planning Committee meeting of September 2, 1975. We hope to obtain approval of that group to go ahead with the project; this will be forwarded to you as soon as possible.

We also have made an estimate of the amount of property assessment on the project, in order to calculate the remaining cost to be financed by Federal, State and City shares. We applied the contract amounts on a recent very similar job to the front footage on Royal according to our assessment formulas, and came up with the following estimate:

State's total cost estimate (including 9% for engineering)	$ 956,000
Less: Estimated Property Assessment	-305,000
Remainder for FAU funding:	$ 651,000
Federal share at 78%	$ 508,000
State share at 11%	71,500
City share at 11%	71,500

Of course, the actual assessment will not be determined until after completion of the project.

RECEIVED
COUNTY & CITY SECTION
SEP 2 - 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ■ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

Based on the above estimate, the City's advance deposit would be the expected assessment plus our 11% share, or a total of $376,500. We are prepared to deposit this amount with you prior to award of the contract.

Very truly yours,

Donald P. Allen

Donald P. Allen, Director
Department of Public Works

DPA:dr

CC: Gary Zehner, County-City Unit
Al Driver, Lane County
Hal Fleck, Springfield
Fred Dyer, LTD
Bill Guenzler, L-COG

ROAD DESIGN

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 9-2-75

BY (Signature): L. W. Rulien's August 27, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

ITEM NOS. 49 THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **
49	M-1320(1)	1.35	$930,000	727,100

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Candlelight Drive - Louis Street (Eugene) Section. Lane County State of Oregon.	Grade, Drain and high type pavement.

RECEIVED
STATE HWY ENGR
SEP 4 '75
REFER TO
Greiser
FOR
Info. Invest. R/D D/R Sign Act. File

9-2-75

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		9-2-75	C R Burghardt G. L. Green, Division Administrator

* Program approval [illegible] shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48

9302

~~PRS 6-2-0~~

August 27, 1975

TO Mr. G. L. Gream, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-1320(1)

We are submitting program data for one project, Item No. 49, Project No. M-1320(1), "Candlelight Drive-Louis Street (Eugene) Section", which we desire to have included in the Federal Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

It is our present intention to receive bids for this project on September 25, 1975.

CL:ljt

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

August 27, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	1 (19)(20)	City Street, Royal Avenue in Eugene 21	ADT	4,000	7,500 (66)	95 (70)(71)(72)	10	Orebon	41 (2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO
3	Gr., Dr., H.T. Pave 28 62	(63)(65)	(66)(68)	(69)	(72)	(71)	(72)(73)	(74)(75)	M- 14 28	1320 7	(1)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Urban System	Lane	039 (14)(16)

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Eugene 17-31	U	1320 (32)	City Street (36)(37)	-- (41)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(1445)	116	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)			
5					PE		City Street, Royal Avenue in Eugene						Gr., 36' t curb 11.5' parti turn way e sidew
5					ROW								Adjus ties prep.
5					CONST (CODE) 6203		"Candlelight Drive-Louis Street (Eugene) Section"	1.35	930,000	727,100	101,450	101,450 (City)	ROW-6 Acces Park Comp
							PROJECT TOTALS	1.35	930,000	727,100	101,450	101,450 (City)	

(16) (23)(24) (93)

CARD	CODE	PREPARED BY
1	1	
1	14	PROGRAM APPROVAL DATES

REMARKS

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

August 27, 1975

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ty Street, Royal Avenue in Eugene	ADT	4,000	7,500	95	10	Orebon	41	W32	49

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
ave								M-	1320	(1)		

Urban System

Eugene

COUNTY NAME: Lane — CODE: 039

ROUTE NO. U — FEDERAL-AID: 1320 — STATE: City Street — U.S.: --

PROGRAM STAGE: [ ] 1 OR [XX] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		City Street, Royal Avenue in Eugene						Gr., Dr., H.T. Pave 36' to 46' curb to curb roadway for two 11.5' travel lanes, partial 11' left turn median, 6' bike way each side & 5' sidewalks. Adjustment of utilities required incl. prep. work. ROW-60' maximum; Access Control-None; Parking Restrictions-Complete
OW								
ONST (CODE) 203		"Candlelight Drive-Louis Street (Eugene) Section"	1.35	930,000	727,100	101,450	101,450 (City)	
		PROJECT TOTALS	1.35	930,000	727,100	101,450	101,450 (City)	

ESTIMATED PROJECT COST BY PHASES

APPROVAL DATES

REMARKS

(Over)

USCOMM DUBCOMM-DC 48905-P61

Candlelight Dr.-Louis St. (Eugene) Section

Project No. M-1320(1)

Existing Facility: 20-foot oil surfaced roadway.

Adjacent Sections: West End---22' oil surfaced roadway.
East End---36' curbed roadway with two 12' travel lanes & 6' bikeway each side.

Project Data: Work under this project consists of grade, drain, high type pavement necessary to widen the existing facility to provide for curbed roadway for two 12' travel lanes with 6' bikeway each side and 5' sidewalk on both sides from Louis Street to Ellsworth Street. 46' roadway for two 11 1/2' travel lanes, 11' left-turn median, 6' bikeway each side and 5' sidewalks on both sides from Ellsworth Street to Ca Drive. Adjustment of utilities (sewer and water) required including preparatory work.

NOTE: Construction engineering may be accomplished by City of Eugene forces with review by State forces.

Right-of-Way: No additional required

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None required

IM 50-1-70 Requirements: Exempt from State and District 5 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on April 2, 1975.

FHPM 7-7-5 Requirements: a. Public Hearings: Not required under Oregon Action Plan (Category 3 Project).

b. Location/Design: Not a factor in the development of this project.

Control of Utilities: A State-City agreement was executed on June 4, 1975 to comply with para. 6d(1) of PPM 30-4.1.

NOTE: (1) This project is in Congressional District No. 4.

(2) On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at P.S. & E. stage and the n stipulated in the P.S. & E. documents.

Candlelight Dr.-Louis St. (Eugene) Section

Project No. M-1320(1)

20-foot oil surfaced roadway.

West End---22' oil surfaced roadway.
East End---36' curbed roadway with two 12' travel lanes & 6' bikeway each side.

k under this project consists of grade, drain, high type pavement necessary to widen the existing facility to provide for a 36' two 12' travel lanes with 6' bikeway each side and 5' sidewalk on both sides from Louis Street to Ellsworth Street. 46' curbed 1/2' travel lanes, 11' left-turn median, 6' bikeway each side and 5' sidewalks on both sides from Ellsworth Street to Candlelight t of utilities (sewer and water) required including preparatory work.

on engineering may be accomplished by City of Eugene forces with review by State forces.

additional required

ailroads, Airports, Water Developments, Historical and Recreational Areas: None required

rements: Exempt from State and District 5 Clearinghouse A-95 review under working agreements.

rements: Nonmajor action project concurred in by FHWA on April 2, 1975.

rements: a. Public Hearings: Not required under Oregon Action Plan (Category 3 Project).

b. Location/Design: Not a factor in the development of this project.

ities: A State-City agreement was executed on June 4, 1975 to comply with para. 6d(1) of PPM 30-4.1.

s project is in Congressional District No. 4.

the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at P.S. & E. stage and the number pulated in the P.S. & E. documents.

8-22-75

CC: J. R. Oakes
D. E. Swan
C. G. Swenson
A. Shirley, Jr.

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. M-1320(1)

Project Name Candlelight Street-Louis Street

(Eugene) Section, Royal Avenue, FAU 1320

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

[X] Additional right-of-way will not be required for this project.

[X] There has been no displacement of persons from residences, farms, or businesses; or

[ ] All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

[ ] In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon,

this 22nd day of August, 1975.

City of Eugene

Mayor

Recorder

R/W File No. _____

TOTAL $957,000 8-22-75

Assess 322,000 ($46/ft x 7,000 Ft.)

635,000 TOTAL F.A. Project

$495,000 78% F.A. Funds

$241,000 L-COG prev. apprvd.

$234,000 F.A.U. needed

70,000 11% City

322,000 Assessments

$392,000 TOTAL CITY

8-27-75

Dave Reinhardt will send letter outlining funding for $957,000 Sch., also will meet with TPC of L-COG 9-2 & request their approval & let us know 9-30 a.m.

FAU- Lane

Section Candlelight Drive-Louis St (Eugene) Sec. Programming Estimate $ _____

Highway FAU 1320 (Royal Ave.) Project Length 1.57 miles

County Lane Completion Time 225 working days
1 year 6 months

Kind of Work Grading & Paving

Prefix 7851 - 701 FA Project No. M-1320(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 630,511.50

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	2,000	
Stage Construction Striping	1,000	
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		13,000
Install Temporary Traffic Signals		$ 12,200
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials	800	
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs Ltd. Stencils		
Adjust Utilities		
Misc. Permit Fees		
Adjusting Sewer Lines		
Adjusting Manholes		$ 13,000
		$ 43,511.50
Contingencies (4-1/2%)		37,958.02
Engineering (9 %)		75,916.04
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 951,385.56

RECEIVED
COUNTY & CITY SECTION
AUG 25 1975
☐ ENGR. ☐ CGOR. ☐ OE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Candle light Drive - Louis St (Eugene) Section
Lane Co

8/25/75
CEL

Cost Estimate

Item No.	Item	Unit	Quantity	Unit Cost	Total
1	Mobilization	Lump Sum	All Spec.	8%	62,000
2	Temporary Protection and Direction of Traffic	Lump Sum	All Spec		1640
3	Temporary Signs	Sq. Ft.	280	9.50	2660
4	Temporary Barricades	Each	2	100	200
5	Flagmen	Hour	3,000	14	42,000
	ROADWORK				
6	Clearing and Grubbing	Lump Sum	All Spec		10000
7	Removal of Structures and Obstructions	Lump Sum	All Spec.		5000
8	Ditch Excavation	Cu. Yd.	20	5.00	100
9	General Excavation	Cu. Yd.	18,950	3.50	66 325
10	Trench Excavation	Cu. Yd.	5,370	8.00	42 960
11	Finishing Roadbed and Slopes	Lump Sum	All Spec.		4,300
12	Furnishing and Placing Topsoil	Cu. Yds	25	10.00	250
13	3/4"-0 Aggregate Base	Ton	4,000	4.25	17
14	Lime Treated Subgrade	Sq. Yd.	35,100	.15	26 32
15	Lime for Treated Subgrade	Ton	400	70.00	28
16	Class B or Class C Asphalt Concrete Mixture	Ton	14,600	8.50	124 10
17	Asphalt Cement in Mixture	Ton	950	95.00	90 250
18	4-inch Culvert Pipe	Lin. Ft.	6	5.00	3
19	10-inch Culvert Pipe	Lin. Ft	1150	8.25	973
20	12-inch Culvert Pipe	Lin. Ft	320	8.50	5 230
21	15-inch Culvert Pipe	Lin. Ft.	1730	10.00	17 30
22	18-inch Culvert Pipe	Lin. Ft.	1050	12.50	13,1
23	21-inch Culvert Pipe	Lin. Ft.	2,400	13.00	32 40
24	24-inch Culvert Pipe	Lin. Ft.	350	14.50	5 07
25	36-inch Culvert Pipe	Lin. Ft.	80	24.00	19
26	48-inch Culvert Pipe	Lin. Ft.	250	42.00	10 5
27	8-inch Sewer Pipe	Lin. Ft.	380	6.50	2,47
28	Extra for Line Laterals	Lin. Ft.	400	12.00	4
29	24-inch Pipe Screen	Each	1	75.00	
30	36-inch Pipe Screen	Each	1	100.00	1
31	48-inch Pipe Screen	Each	3	150.00	4 5

Candlelight Drive - 115 St (Eugene) Section

Cost Estimate

Item No.	Item	Unit	Quantity	Unit Cost	Total
32	36-inch Trash Rack	Each	1	125.00	125
33	42-inch Trash Rack	Each	3	175.00	525
34	Concrete Manholes	Each	23	750.00	17,250
35	Concrete Inlets, Type 2½ A	Each	47	375.00	17,625
36	Concrete Inlets, Type 4 A	Each	2	400.00	800
37	Guard Rail	Lin.Ft.	50	10.00	500
38	Concrete Walks	Sq.Yd.	6160	7.00	43,120
39	5-inch Concrete Drive-ways	Sq.Yd.	1,130	10.00	11,300
40	7-inch Concrete Driveways	Sq.Yd.	100	12.00	1200
41	Concrete Curb with 4½ Foot Gutter	Lin.Ft.	12,430	6.00	74,580
42	Concrete Curb with 1½ Foot Gutter	Lin.Ft.	910	4.40	4,004
43	Extra For Asphalt Approaches	Each	30	75.00	2250
44	Extra for Asphalt Walks	Sq.Yd.	210	4.50	945
45	Extra For Asphalt Curbs	Lin.Ft.	215	1.50	322.50
46	Adjusting Manholes	Each	27	250.00	6750
47	Reconstructing Manholes	Each	13	450.00	5850
48	Adjusting Cleanouts	Each	15	75.00	1125
49	Installing Exterior Box Connections	Each	4	825.00	3300
50	Setting Mailbox Posts	Each	70	3.00	210
				$	853,411

		Present	Future
Portland - Powell Area		29,500	47,400
	69th	15,000	24,000
Newport	Bay Blvd.	2,550	4,100
Clack Co. Signals			
	King @ Linwood	9,500	18,800
	" @ Bell	10,000	16,500
	Oatfield @ Oakgrove	9,500	12,700
	" @ Concord	10,000	15,500
	Webster @ Lake	10,000	14,500
	Redland @ Holcomb	5,500	9,400
	Beav. Cr. @ Maple	6,500	11,500
Baker	Birch	350	550
Eugene	Royal	4,000	7,500
Springfield	Cent. @ 19th	5,200	8,500
	" Mill-5th	7,500	10,500
	Mohawk @ 19th	12,300	- 19,600
	Olympic @ 21st	2,000	- 3,000
	" @ 28th	4,200	6300

8302

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 14, 1975

FROM: W. E. Cole
Design Team Supervisor

SUBJECT: Candlelight Drive-Louis Street
(Eugene) Section
FAUS 1320 (Royal Avenue)
Lane County

Memo To The Files

RECEIVED AUG 18 1975 ROAD DESIGN SECTION

Requires Reply / Requires Approval / Receiver Keep / Do not File / To Return / Bring Up / Other

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

A design review was held in the City Hall in Eugene on the subject project.

Those In Attendance Were:
Bert S. Teitzel, City Engineer, Eugene
Jack Guthrie, Resident & Design Engineer, Eugene
Pat Langan, Designer, City of Eugene
Dave Reinhard, Transportation Planning, Eugene
Alfred Shirley, Region III Engineer
D. W. Greene, Resident Engineer, OSHD
Glenn Clark, Region III Federal Aid Engineer
W. E. Cole, Design Supervisor, Salem
Robert Whitby, Senior Designer, Salem
Paul Galloway, Specifications Writer, Salem

Remarks:

Sheet 2

1. Change "Alternate Curb Bedding Detail" to "Curb Bedding Detail".
2. Revise stationing for temporary apron at Beltline Road to indicate a no work area.
3. Cross reference detail to Sheet 2B.
4. Add a typical section showing gravel driveway details.
5. The aggregate base (3/4"-0") will be computed on a theoretical typical section and specifications will indicate a ticket measure by the ton.

Sheet 2A

1. Eliminate the "Typical Grading Section" not relevant to this particular project.
2. Eliminate the two plan views on the "Guard Rail-Street Barricading" standard.

Sheet 2B

1. Eliminate all reference to Class "B" concrete on standards and insert Class 3300-3/4 concrete.

2. Revise typical wheel chair ramp standard dimensions. 3' to 4' and 9' to 10'.

3. Eliminate the term minimum on the "Standard Driveway and Alley Approaches" standard.

4. Revise the dimension from 2' roll to 3' roll on the "Standard Integral Reinforced Curb and Gutter" standard.

Sheet 2C

1. Under the Notes column reference to Class 3000 concrete will be changed to Class3330-3/4 concrete. Eliminate No. 4 Note.

2. Correct two misspelled words (curd to curb and untill to until).

Sheet 2D

No revisions required.

Sheet 2E

1. The lower left detail - increase size of the lettering (Concrete Collar Detail & Temporary Bulkhead).

Sheet 2F

Eliminate this sheet and transfer the lower left (Pipe Bedding and Backfill) Standard Drawing to Sheet 2B.

Sheet 2G

Change to Sheet 2F

Sheets 2H, 2H2, 2H3

Change to 2G, 2G2 and 2G3

1. Class II Pipe (10" & 12"), revise to Class III (where cover depth is too shallow for construction traffic).

Plan Sheets

Sheet 3

1. Remove existing 36" culvert and abandon all others.

2. Remove shading symbol for Note ① (Sidewalk Area)

Sheet 6 & 6A

Change Danebo Road to just Danebo.

Sheet 7

OK

Sheet 8

1. Indicate the "NO WORK AREA" on this sheet as well as on the title sheet.

2. Show the 2 - 48" existing culverts to be removed and include enough trench excavation to cover this work.

Sheet 9

OK

Sheet 10

Remove the first Note Flag (13).

Sheet 11, 12 & 13

OK

Sheet 14

Cross Hatch removal of existing pavement Note (17).

Sheet 15

Remove the first Note Flag (2) on right side of sheet.

Sheet 16

OK

Sheet 17

Extend limits of project from Sta. 36+11 to Sta. 34+92.73.

Specification

Paul Galloway raised several questions in regard to specification and terminology of pay items.

There will be some anticipated items set up such as Salvage and Replacement Monument cases and conflicts between existing sanitary service lines and the proposed storm sewer system, etc.

The City is hopeful that this project will be on the September 28th letting even though they allow no paving after October 1. During this dead time the utilities will be moved and some drainage work could be performed.

WEC:we
cc: To All Participants

8302

43

June 9, 1975

City of Eugene
City Hall
Eugene, OR 97401

MISC. CONTRACTS and AGREEMENTS No. 5333

Attention: S. P. Flogstad
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an Agreement covering the widening and improvement of Royal Avenue between Candlelight Street and Louis Street Section of FAU 1320 in the City of Eugene.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

Att.
hb
bc Don Harwell, (agree. att.)

18302

SALEM, OREGON
May 20, 1975

L. W. Rulien
Project Management Engineer

A. Shirley, Jr.
Region 3 Engineer
ROSEBURG

Preliminary Engineering Performed by Counties and Cities

Under separate cover I am returning the project plans for Royal Avenue (FAUS 1320) in accordance with your previous telephone conversation with George Hopkins. You also have a copy of the letter from Frank Terpin to me dated May 16, 1975 which indicates the items on the attached plans that need to be revised. These plans were prepared by the City of Eugene, and it is evident that the city is not familiar with our standard requirements for producing a set of contract plans for federal aid work. There are several other cities which have been authorized to perform preliminary engineering. We can expect additional cities and counties to request approval to do both preliminary engineering and construction engineering in the future. In order that we operate somewhat uniformly statewide and provide local governments with adequate and timely information and guidance, the following points should be given early consideration.

Prior to a local government beginning the preliminary engineering work on a project, a coordinating meeting should be scheduled by the Regional Engineer. The purpose of the meeting would be to discuss all regulations and requirements with which the local governments would be expected to comply. The discussion should include, among other things, the format and scale of all drawings, the need for field notes and other supporting data, proper documentation, and Action Plan requirements.

Arrangements should also be made at this time for regularly monitoring the work that is performed by the local governments. This monitoring should be performed by a person who is proficient in field location and design work. When the region submits city or county projects to the Location Engineer, the project should be completed in the same detail and thoroughness that a regional project would be submitted.

The initial meeting should preferably be held in the office of the local government if possible, so that a maximum number of their personnel could attend. Whether the local jurisdiction is performing preliminary engineering or construction engineering, they are expected to perform under the supervision and guidance of the Regional Engineer in much the same manner as a Resident Engineer would perform.

In some instances following such a coordinating meeting, the local government might decide that it would be in their best interest to have the State Highway Division perform the engineering work. In other instances, the Regional Engineer might recommend against allowing the local government to perform the engineering. In all cases, it is the responsibility of the Regional Engineer to ascertain that all work is adequately performed and documented in a manner that would stand up to FHWA audit at some future date. We are responsible to FHWA for locally-generated projects to the same extent as we are our own projects. Complete understanding between the regional personnel and the local government is essential to the uniform and orderly development of a project.

GNH:scr:ljt

cc: E. S. Hunter
J. H. Versteeg
Victor D. Wolfe
Metro & Region Engineers
Region Federal Aid Engineers
D. N. Harwell

FORM 81-734-3030

F.A.I.C.

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 16, 1975

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: Candlelight St.-Louis St.
(Eugene) Section
FAUS 1320 (Royal Ave.)
Lane County

TO: L. W. Rulien
Project Management Engineer

The enclosed prints of the subject project are being returned to you pursuant to our discussion with you and the instructions contained in the enclosed letter of transmittal.

Mr. Clark's comments in the second paragraph list a few of the items which must be supplied by the city. If the city expects the state to provide the surfacing design, traffic information as required by Mr. Clarence Gregg, Base Design Engineer, must be provided.

If it is the intent that the city prepare the final plans and we review them for conformance to standards, they should be given samples of our construction plans for typical work to be used as a guide in preparing the final plans. They also should be provided mylar Federal aid plan sheets on which to draft the plans since FHWA regulations require the plans to be prepared on standard sheets. It appears that the originals from which the prints were made are not standard sheets.

If it is the intent that the city do the locating work to the point that a locating engineer would submit the project to the Region office for transmittal to Salem, and then we prepare the final plans from that information as we now do with other plans, we would need all their location information such as hard copy map, cross sections, profiles, coordinates, earthwork, surfacing calculations, etc. If certain construction features are required by city ordinance we would need information concerning them such as City Standard Drawings, etc., so the details could be included in the plans.

If you require any further information or assistance, we will provide it.

5-19-75
Copy sent to A. Shirley

RECEIVED
COUNTY & CITY SECTION
MAY 20 1975
☑ ENGR. ☐ CONST. ☑ DE ☐ AE ■ DE
☑ DPE ☑ CE ☑ RE ☐ RPE ☐

FET:jh
Encl.
cc: Victor D. Wolfe
Don Harwell
Gary Zehner
Glen L. Clark

Rulien

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. David Reinhard, Planning Engr.
Department of Public Works
City of Eugene
777 Pearl Street
Eugene, OR 97401

May 6, 1975

Dear Mr. Reinhard:

This office has received notification that the Federal Highway Administration has concurred with the environmental assessment for the Royal Avenue widening project M-1320(-) as a Category 3, non-major action.

— Lnk@ ASSESSMENT

As you know, on the strength of this a hearing would not be required by the Oregon Action Plan. We know you were concerned about the assessment of part of the construction costs to the adjacent property owners so a staff hearing was held some weeks ago. The results of that hearing were, as I recall, to be presented to the City Council April 28, 1975.

If any further information becomes available concerning the status of this project, you will be notified.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
Eb Engelmann

MAY - 5 1975

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

April 29, 1975

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Request for Plan Review
Royal Avenue (FAU 1320)
Candlelight Drive-Louis St. Sec.
Eugene

This office has been supplied the attached set of plans from the City of Eugene for the subject project.

The City is, as you know, performing their own preliminary engineering with assistance from the State.

The City has made a token deposit of $2,000 for our assistance. This might account for the lack of typical section on the plans as they may anticipate that the State would be preparing the base design. There are no specifications, and the plans seem to lack many details, such as typical drawings, etc.

Would you please coordinate the review of these plans with the Design Section and advise what additional information must be solicited from the City.

GLC/dt
Attachments

cc: Ellis Jones
William Anhorn

cc: Road Design

(5-2-75) Please comply with paragraph 4 above.
G.C.Zehner

Note
Looks as if Reg. 3 (X) should have discussion with City as to particulars needed re. FA sheets, prelim. specs, survey data, narrative, etc. see agree. with City - State
Dan H.

Unrein

MAIL P C HOLMES

2.

PROJECT MANAGEMENT SECTION

	ACTION	INFO
ROUTING		
ENGINEER		
ADV. DEV. ENGR.		
OFFICE ENGR.		
AUTHORITY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
RIGHT OF WAY		
PROJECT SCHEDULE		

MAY - 1 1975 FAIS Draft

CONTRACT ESTIMATE REPORT

DEPARTMENT OF PUBLIC WORKS
CITY OF EUGENE
ENGINEERING DIV.

CONTRACTOR •

COMPLETION DATE • ORDINANCE • CONTRACT

DESCRIPTION • Paving Royal Ave • SURVEY NO. 618 • CONTRACT AWARD DATE • DATE •

ORIGINAL CONTRACT • ESTIMATE NO

CLASSIFICATION OF WORK	CD. CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DA
Ditch Per Plan	680		LS	1.00					

TOTALS ▶

C.D. CODES

01 - D.I.
02 - ST CONST.
03 - SD WK CONST
04 - BRIDGE CONST

SANITARY

05 - COMB. DIST
06 - METRO AREA
07 - WILKES. AREA
08 - MOD & REHAB
09 - BETHEL
10 - MISC SWI WILKES & OTHER

STORM

11 - AMAZON
12 - PETRO
13 - WILLAMENZIE
14 - BETHEL-DANEBO
.3 - S.C.S-WILKES
16 - S.C.S. BETHEL-DANEBO

COST DISTRIBUTION

FUND DESCRIPTION	CODE	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶
LESS PREVIOUS ESTIMATE PAID ▶
CREDIT CONTRACTOR LESS ▶
PAY CONTRACTOR ▶

RECORDER'S COPY

COMPLETION DATE ORDINANCE CONTRACT NO.

Paving Royal Ave SURVEY NO. 618 CONTRACT AWARD DATE DATE

ORIGINAL CONTRACT ESTIMATE NO.

OF WORK	CO. CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DATE
ev Plan	680		LS	1.00					
TOTALS ▶									

EXAMINED AND APPROVED.

CONTRACTOR

CITY ENGINEER

COST DISTRIBUTION

COST CODE	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶	
LESS PREVIOUS ESTIMATE PAID ▶	
CREDIT CONTRACTOR ▶	
LESS ▶	
PAY CONTRACTOR ▶	

RECORDER'S COPY

CONTRACT ESTIMATE REPORT

DEPARTMENT OF PUBLIC WORKS
CITY OF EUGENE
ENGINEERING DEPT.

C.D. CODES

01 - D I.
02 - ST CONST.
03 - SD WK CONST
04 - BRIDGE CONST

SANITARY

05 - COMB. DIST
06 - METRO AREA
07 - WILLKE. AREA
08 - WOO & REHAB
09 - BETHEL
10 - MISC SWI WILLKE & OTHER

STORM

11 - AMAZON
12 - PETRO
13 - WILLAMENTE
14 - BETHEL-DANEBO
15 - S.C.S. WILKE
16 - S.F.S. BETHEL-DANEBO

CONTRACTOR

COMPLETION DATE

ORDINANCE

CONTRACT NO.

DESCRIPTION: Paving Loyal Ave.

SURVEY NO: 618

CONTRACT AWARD DATE

DATE

ESTIMATE NO.

ORIGINAL CONTRACT

CLASSIFICATION OF WORK	C.D. CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DATE
6 IN CIPCT 4-21P	588		EA	15.00					
6 IN CIPCT 24-36P	589		EA	2.00					
6 IN CIPCT 42-54P	590		EA	1.00					
Std Non-Reinf Collar 24-36P			EA	2.00					
Std Non-Reinf Collar 42-54P			EA	4.00					
Curb Inlet 2½A			EA	39.00					
Curb Inlet 4A			EA	1.00					
10 IN Tee 12-21P	648		EA	17.00					
10 IN Tee 42-54P	650		EA	1.00					
18 IN Tee 42-54P			EA	1.00					
21 IN Tee 42-54P			EA	1.00					
Cut-in Ext C.B.	1040		EA	1.00					
36 & 48 IN Trash Rack			EA	4.00					
24-48 P Trash Screen			EA	5.00					
Credit Reuse Bar Rein	669		CY	100.00					
TOTALS ▶									

COST DISTRIBUTION

FUND DESCRIPTION	CODE	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶
LESS PREVIOUS ESTIMATE PAID ▶
CREDIT CONTRACTOR LESS ▶
PAY CONTRACTOR ▶
RECORDER'S COPY

EXAMINED AND APPROVED.

COMPLETION DATE ____ ORDINANCE ____ CONTRACT NO. ____

Paving Loyal Ave. SURVEY NO. 618 CONTRACT AWARD DATE ____ DATE ____ ESTIMATE NO. ____

WORK	CD CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	ORIGINAL CONTRACT QUANTITY MONTHLY	ORIGINAL CONTRACT AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DATE
4-21P	588		EA	15.00					
24-30P	589		EA	3.00					
42-54P	590		EA	1.00					
nf. Collar 24-30			EA	3.00					
Collar 42-54P			EA	4.00					
2½A			EA	39.00					
4A			EA	1.00					
-21P	649		EA	7.00					
2-54P	650		EA	1.00					
42-54P			EA	1.00					
42-54P			EA	1.00					
+ C.B.	640		EA	1.00					
Trash Rack			EA	4.00					
Trash Screen			EA	5.00					
euse Bar Rnd	669		CY	100.00					
TOTALS ▶									

EXAMINED AND APPROVED.

CONTRACTOR

CITY ENGINEER

COST DISTRIBUTION

PTION	COST	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶

LESS PREVIOUS ESTIMATE PAID ▶

CREDIT CONTRACTOR LESS ▶

PAY CONTRACTOR ▶

RECORDER'S COPY

Storm Sewer

Alt. & Basic

CONTRACTOR

COMPLETION DATE

ORDINANCE

CONTRACT NO

DESCRIPTION Paving Royal Ave

SURVEY NO. 618

CONTRACT AWARD DATE

DATE

ORIGINAL CONTRACT

ESTIMATE NO

C.O. CODES

01 - D.I.
02 - ST CONST.
03 - SD WK CONST
04 - BRIDGE CONST

SANITARY

05 - CONST DIST
06 - METRO AREA
07 - WILLKE. AREA
08 - MOD & REHAB
09 - BETHEL
10 - MISC SWI WILLKE & OTHER

CONTRACT ESTIMATE REPORT

DEPARTMENT OF PUBLIC WORKS
CITY OF EUGENE
ENGINEERING DEPT.

CLASSIFICATION OF WORK	CD. CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DATE
10 IN C14, CL II CCP	403		LF	861.00					
12 IN C14, CL II CCP	404		LF	389.00					
15 IN C14, CL II CCP	405		LF	252.00					
18 IN. RCCP	408		LF	785.00					
21 IN. RCCP	409		LF	1032.00					
36 IN. RCCP	414		LF	78.00					
48 IN RCCP	416		LF	284.00					
10 IN C14, CL II CCP W/RG	466		LF	113.00					
18 IN RCCP W/RG.	471		LF	264.00					
21 IN. RCCP W/RG.	472		LF	1468.00					
24 IN. RCCP W/RG.	473		LF	348.00					
48 IN. RCCP W/RG	479		LF	64.00					
Std MH 4-21P	526		EA	12.00					
Std MH 24-36 P	527		EA	3.00					
Std MH 42-54 P	528		EA	3.00					
TOTALS ▶									

STORM

11 - AMAZON
12 - PETRO
13 - WILLAKENZIE
14 - BETHEL-DANEBO
15 - S.C.S. WILLKE
16 - S.C.S. BETHEL-DANEBO

COST DISTRIBUTION

FUND DESCRIPTION	COST	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶
LESS PREVIOUS ESTIMATE PAID ▶
CREDIT CONTRACTOR LESS ▶
PAY CONTRACTOR ▶

RECORDER'S COPY

Alt. & Basic

CONTRACTOR • COMPLETION DATE • ORDINANCE • CONTRACT NO.

DESCRIPTION • Paving Royal Ave • SURVEY NO. • 618 • CONTRACT AWARD DATE • DATE •

ORIGINAL CONTRACT • ESTIMATE NO.

CLASSIFICATION OF WORK	CD CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DATE
IN C14, CL II CCP	403		LF	861.00					
IN C14, CL II CCP	404		LF	389.00					
IN C14, CL II CCP	405		LF	252.00					
IN. RCCP	408		LF	785.00					
IN. RCCP	409		LF	1032.00					
IN. RCCP	414		LF	78.00					
IN RCCP	416		LF	284.00					
IN C14, CL II CCP W/RG	466		LF	113.00					
IN. RCCP W/RG.	471		LF	264.00					
IN. RCCP W/RG.	472		LF	1468.00					
IN. RCCP W/RG.	473		LF	348.00					
IN. RCCP W/RG	479		LF	64.00					
Std MH 4-21P	526		EA	12.00					
Std MH 24-36P	527		EA	3.00					
Std MH 42-54P	528		EA	3.00					
		TOTALS ▶							

EXAMINED AND APPROVED.

CONTRACTOR

CITY ENGINEER

COST DISTRIBUTION

FUND DESCRIPTION	COST	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶

LESS PREVIOUS ESTIMATE PAID ▶

CREDIT CONTRACTOR LESS ▶

PAY CONTRACTOR ▶

RECORDER'S COPY

Sanitary

Alt. & Basic

CONTRACTOR Sanitary

DESCRIPTION Paving Royal Avenue

COMPLETION DATE

ORDINANCE

CONTRACT N

SURVEY NO. 618

CONTRACT AWARD DATE

DATE

ORIGINAL CONTRACT

ESTIMATE N

C.D. CODES

01 - D.I.
02 - ST CONST.
03 - SD WK CONST
04 - BRIDGE CONST

SANITARY

05 - COMB. DIST
06 - METRO AREA
07 - WILKES. AREA
08 - MOD & REHAB
09 - BETHEL
10 - MISC SWI WILKES & OTHER

CONTRACT ESTIMATE REPORT

DEPARTMENT OF PUBLIC WORKS
CITY OF EUGENE
ENGINEERING DEPT.

CLASSIFICATION OF WORK	C.D. CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DA
4 IN. C14, CL II CSP	101		LF	15.00					
6 IN. C14, CL II CSP	102		LF	100.00					
8 IN C14, CL II	103		LF	363.00					
6 IN X 8 IN Tapping tee	194		EA	3.00					
Interior Drop Conn.	204		EA	4.00					
MH Cut-IN	212		EA	8.00					
TOTALS ▶									

STORM

11 - AMAZON
12 - PETRO
13 - WILLAKENZIE
14 - BETHEL-DANEBO
13 - S.C.S. WILKES
15 - S.C.S. BETHEL-DANEBO

COST DISTRIBUTION

FUND DESCRIPTION	CODE	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶
LESS PREVIOUS ESTIMATE PAID ▶
CREDIT CONTRACTOR LESS ▶
PAY CONTRACTOR ▶
RECORDER'S COPY

Alt. & Basic

CONTRACTOR Josue Cruz

DESCRIPTION Paving Royal Avenue

COMPLETION DATE | ORDINANCE | CONTRACT NO.

SURVEY NO. 618. | CONTRACT AWARD DATE | DATE

ORIGINAL CONTRACT | ESTIMATE NO.

LOCATION OF WORK	CD CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DATE
CI4, CLII CSP	101		LF	15.00					
C14, CLII CSP	102		LF	100.00					
S14, CLII	103		LF	363.00					
X 8 IN Tapping tee	194		EA	3.00					
ior Drop Conn.	204		EA	4.00					
ut-IN	212		EA	8.00					
TOTALS ▶									

EXAMINED AND APPROVED.

CONTRACTOR

CITY ENGINEER

COST DISTRIBUTION

ND DESCRIPTION	COST	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶

LESS PREVIOUS ESTIMATE PAID ▶

CREDIT CONTRACTOR LESS % ▶

PAY CONTRACTOR ▶

RECORDER'S COPY

Basic Bid

CONTRACTOR • COMPLETION DATE • ORDINANCE • CONTRACT N

DESCRIPTION • Paving Royal Avenue • SURVEY NO. • 618 • CONTRACT AWARD DATE • DATE •

ORIGINAL CONTRACT • ESTIMATE NO

C.D. CODES
01 - D.I.
02 - ST CONST.
03 - SD WK CONST
04 - BRIDGE CONST
SANITARY
05 - COMB. DIST
06 - METRO AREA
07 - WILKZE. AREA
08 - MOD & REHAB
09 - BETHEL
10 - MISC SWI WILKZE & OTHER

CONTRACT ESTIMATE REPORT
DEPARTMENT OF PUBLIC WORKS
CITY OF EUGENE
ENGINEERING DEPT

CLASSIFICATION OF WORK	CD. CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DAT
3 IN. Pl. Dr. Pipe	051		LF	1008.00					
Crushed Rock	052		TN	135.00					
Adj. MH W/Rings	054		EA	27.00					
Adj. MH W/Cone	055		EA	13.00					
Adj. Cleanout	056		EA	16.00					
Clearing	059		LS	1.00					
Curb Removal	060		LF	31.00					
A.C. Removal	061		SF	1765.00					
4 IN. Conc. Rem.	062		SF	1918.00					
C.B.I.F.G. Rem.	065		EA	2.00					
MH Rem.	066		EA	1.00					
Curb Cut 9 L.F			EA	20.00					
Signing			LS	1.00					
		TOTALS ▶							

STORM
11 - AMAZON
12 - PETRO
13 - WILLAKENZIE
14 - BETHEL-DANEBO
15 - S.C.S. WILKZE
16 - S.F.S. BETHEL-DANEBO

COST DISTRIBUTION

FUND DESCRIPTION	CODE	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶
LESS PREVIOUS ESTIMATE PAID ▶
CREDIT CONTRACTOR ▶
LESS ▶
PAY CONTRACTOR ▶
RECORDER'S COPY

PAY CONTRACTOR ▶

CONTRACTOR • COMPLETION DATE • ORDINANCE • CONTRACT NO.

DESCRIPTION • Paving Royal Avenue • SURVEY NO. 618 • CONTRACT AWARD DATE • DATE •

ORIGINAL CONTRACT • ESTIMATE NO.

CLASSIFICATION OF WORK	CD. CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DATE
IN. Pl. Dr. Pipe	051		LF	1008.00					
ushed Rock	054		TN	135.00					
. MH W/Rings	054		EA	27.00					
. MH W/Cone	055		EA	13.00					
. Cleanout	056		EA	16.00					
earing	059		LS	1.00					
rb Removal	060		LF	31.00					
. Removal	061		SF	1765.00					
. Conc. Rem.	062		SF	1918.00					
B.I.F.G. Rem.	065		EA	2.00					
Rem.	066		EA	1.00					
rb Cut 9 L.F			EA	20.00					
ning			LS	1.00					
TOTALS ▶									

EXAMINED AND APPROVED. CONTRACTOR

CITY ENGINEER

COST DISTRIBUTION

FUND DESCRIPTION	CODE	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶

LESS PREVIOUS ESTIMATE PAID ▶

CREDIT CONTRACTOR ▶

LESS % ▶

PAY CONTRACTOR ▶

RECORDER'S COPY

PAY CONTRACTOR ▶

asic Bid

CONTRACT ESTIMATE REPORT

DEPARTMENT OF PUBLIC WORKS
CITY OF EUGENE
ENGINEERING DIVISION

C.D. CODES
01 - D.I.
02 - ST CONST.
03 - SD WK CONST
04 - BRIDGE CONST
SANITARY
05 - CONST DIST
06 - METRO AREA
07 - WILLEZE AREA
08 - MOD & REHAB
09 - BETHEL
10 - MISC SWI WILLEZE & OTHER

STORM
11 - AMAZON
12 - PETRO
13 - WILLAKENZIE
14 - BETHEL-DANEBO
15 - S.C.S.-WILLEZE
16 - S.C.S. BETHEL-DANEBO

CONTRACTOR •

COMPLETION DATE • ORDINANCE • CONTRACT NO.

DESCRIPTION • Paving Royal Avenue from Louis To 500' West of Candlelight Drive • SURVEY NO. 618 • CONTRACT AWARD DATE • DATE •

ORIGINAL CONTRACT • ESTIMATE NO.

CLASSIFICATION OF WORK	CD CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DATE
Exc. Uncl. Sti Par	001		CY	31710.00					
2 IN. A.C.	013		TN	160.00					
4 IN. A.C.	015		TN	1470.00					
4 1/2 IN. A.C.			TN	6399.00					
1 IN. Cr. Rock	025		SY	7310.00					
6 IN. Cr. Rock	026		SY	1505.00					
18 IN. Cr. Rock			SY	36402.00					
A.C. Curb	038		LF	154.00					
Comb. Cb. Str.	039		LF	12708.00					
Comb. Cb. Circ.	041		LF	809.00					
Comb. Cb. Reinf.	043		LF	34.00					
4 IN. Conc. Sd-Wk	045		SF	55973.00					
5 IN. Conc. Sd-Wk	046		SF	7225.00					
5 IN. Conc. D-P	047		SF	1450.00					
7 IN. Conc. Sd-Wk	048		SF	1170.00					
		TOTALS ▶							

COST DISTRIBUTION

FUND DESCRIPTION	CODE	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶
LESS PREVIOUS ESTIMATE PAID ▶
CREDIT CONTRACTOR LESS % ▶
PAY CONTRACTOR ▶
RECORDER'S COPY

Dk Pav

c 1

CONTRACTOR

COMPLETION DATE

ORDINANCE

CONTRACT NO.

DESCRIPTION: Paving Royal Avenue from Louis to 500' West of Candlelight Drive

SURVEY NO. 618

CONTRACT AWARD DATE

DATE

ESTIMATE NO.

ORIGINAL CONTRACT

LOCATION OF WORK	CO. CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DATE
Uncl. St. Pav	001		CY	31710.00					
B.C.	013		TN	160.00					
A.C.	015		TN	1470.00					
BN. A.C.			TN	6399.00					
Cr. Rock	025		SY	7310.00					
Cr. Rock	026		SY	1505.00					
Cr. Rock			SY	36402.00					
Curb	038		LF	154.00					
Cb. Str.	039		LF	12708.00					
Cb. Circ.	041		LF	809.00					
Cb. Reinf.	043		LF	34.00					
Conc. Sd-Wk	045		SF	55973.00					
Conc. Sd-Wk	046		SF	7225.00					
Conc. D-P	047		SF	1450.00					
Conc. Sd-Wk	048		SF	1170.00					
		TOTALS ▶							

EXAMINED AND APPROVED.

CONTRACTOR

CITY ENGINEER

COST DISTRIBUTION

NO	DESCRIPTION	COST	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶

LESS PREVIOUS ESTIMATE PAID ▶

CREDIT CONTRACTOR LESS ▶

PAY CONTRACTOR ▶

RECORDER'S COPY

Alt. Bid.

Alt Pav't

CONTRACT ESTIMATE REPORT

DEPARTMENT OF PUBLIC WORKS
CITY OF EUGENE
ENGINEERING DIVISION

CONTRACTOR • COMPLETION DATE • ORDINANCE • CONTRACT NO

DESCRIPTION • Paving Royal Avenue from Louis St. to 500 ft West of Candlelight Dr. • SURVEY NO. 618 • CONTRACT AWARD DATE • DATE •

ORIGINAL CONTRACT • ESTIMATE NO.

C.D. CODES
01 - D.I.
02 - ST CONST.
03 - SD WK CONST
04 - BRIDGE CONST
SANITARY
05 - CONST DIST
06 - METRO AREA
07 - WILKIE. AREA
08 - HOD & REHAB
09 - BETHEL
10 - MISC SWI WILKIE & OTHER

CLASSIFICATION OF WORK	C.D. CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DATE
Exc. Uncl. St. Pav.	001		CY	18739.00					
2 IN. A.C.	013		TN	160.00					
9 IN. A.C.	021		TN	3309.00					
9 1/2 IN. A.C.			TN	13508.00					
1 IN. Cr. Rock	025		SY	7310.00					
6 IN. Cr. Rock	026		SY	1500.00					
A.C. Curb	038		LF	134.00					
Comb. Cb. Str.	039		LF	12708.00					
Comb. Cb. Circ.	041		LF	809.00					
Comb. Cb. Reinf.	043		LF	34.00					
4 IN. Conc. Sd-Wk	045		SF	55973.00					
5 IN. Conc. Sd-Wk	046		SF	7225.00					
5 IN. Conc. D-P	047		SF	1450.00					
7 IN. Conc. Sd-Wk	048		SF	170.00					
3 IN. Pl. Dr. Pipe	051		LF	1008.00					
		TOTALS ▶							

STORM
11 - AMAZON
12 - PETRO
13 - WILLAMENZIE
14 - BETHEL-DANEBO
.3 - S.C.S.-WILKIE
16 - S.C.S. BETHEL-DANEBO

COST DISTRIBUTION

FUND DESCRIPTION	COST	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶
LESS PREVIOUS ESTIMATE PAID ▶
CREDIT CONTRACTOR LESS ▶
PAY CONTRACTOR ▶
RECORDER'S COPY

All Pay

COMPLETION DATE · ORDINANCE · CONTRACT NO.

YOR · SURVEY NO. 618 · CONTRACT AWARD DATE · DATE

TION · Paving Royal Avenue from Louis St. to 500 ft West of Candlelight Dr. · ESTIMATE NO.

ON OF WORK	CD. CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL CONTRACT: ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DATE
T. St. Pav.	001		CY	18739.00					
C.	013		TN	169.00					
A.C.	021		TN	3309.00					
. A.C.			TN	13508.00					
. Rock	025		SY	7310.00					
. Rock	026		SY	15021.00					
urb	038		LF	134.00					
Cb. Str.	039		LF	12708.00					
Cb. Circ.	041		LF	809.00					
Cb. Reinf.	043		LF	34.00					
Conc. Sd-Wk	045		SF	55973.00					
Conc. Sd-Wk	046		SF	7225.00					
Conc. D-P.	047		SF	1450.00					
Conc. Sd-Wk	048		SF	170.00					
Pl. Dr. Pipe	051		LF	1008.00					
TOTALS ▶									

EXAMINED AND APPROVED.

CONTRACTOR

CITY ENGINEER

COST DISTRIBUTION

DESCRIPTION	CODE	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶

LESS PREVIOUS ESTIMATE PAID ▶

CREDIT CONTRACTOR: ▶

LESS ▶

PAY CONTRACTOR ▶

RECORDER'S COPY

Alt. Bid

CONTRACT ESTIMATE REPORT

DEPARTMENT OF PUBLIC WORKS
CITY OF EUGENE
ENGINEERING DEPT.

C.D. CODES

01 - D.I.
02 - ST CONST.
03 - SD WK CONST
04 - BRIDGE CONST

SANITARY

05 - CONT DIST
06 - METRO AREA
07 - WILLEE. AREA
08 - MOD & REHAB
09 - BETHEL
10 - MISC SWI WILLEE & OTHER

STORM

11 - AMAZON
12 - PETRO
13 - WILLAKENZIE
14 - BETHEL-DANEBO
15 - S.C.S.-WILKEE
16 - S.F.S. BETHEL-DANEBO

CONTRACTOR • • COMPLETION DATE • • ORDINANCE • • CONTRACT N

DESCRIPTION • Paving Royal Avenue • SURVEY NO. • • CONTRACT AWARD DATE • • DATE •

ORIGINAL CONTRACT • • ESTIMATE NO

CLASSIFICATION OF WORK	CD CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY MONTHLY	AMOUNT MONTHLY	QUANTITY TO DATE	AMOUNT TO DAT
Crushed Rock	052		TN	135.00					
Adj. MH W/Rings	054		EA	27.00					
Adj. MH W/Cone	055		EA	13.00					
Adj. Cleanout	056		EA	16.00					
Clearing	059		LS	1.00					
Curb Removal	060		LF	31.00					
A.C. Removal	061		SF	1765.00					
4 IN. Conc. Rem.	062		SF	1918.00					
C.B.I.F.G. Rem.	065		EA	2.00					
MH Rem.	066		EA	1.00					
Curb Cut 9 L.F.			EA	20.00					
Signing			LS	1.00					
TOTALS ▷									

COST DISTRIBUTION

FUND DESCRIPTION	COST	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO-DATE ▶
LESS PREVIOUS ESTIMATE PAID ▶
CREDIT CONTRACTOR ▶
LESS ▶
PAY CONTRACTOR ▶
RECORDER'S COPY

CONTRACTOR

COMPLETION DATE | ORDINANCE | CONTRACT NO.

DESCRIPTION: Paving Royal Avenue | SURVEY NO. | CONTRACT AWARD DATE | DATE

ORIGINAL CONTRACT | ESTIMATE NO.

DESCRIPTION OF WORK	CO. CODE	UNIT PRICE	UNIT	ORIGINAL QUANTITY	ORIGINAL AMOUNT	QUANTITY-MONTHLY	AMOUNT-MONTHLY	QUANTITY TO DATE	AMOUNT TO DATE
ed Rock	052		TN	135.00					
W/Rings	054		EA	27.00					
W/Cone	055		EA	13.00					
eanout	056		EA	16.00					
ng	059		LS	1.00					
Removal	060		LF	31.00					
emoval	061		SF	1765.00					
oint. Rem.	062		SF	1918.00					
G. Rem.	065		EA	2.00					
em.	066		EA	1.00					
ut 9 L.F.			EA	20.00					
ng			LS	1.00					
TOTALS ▷									

EXAMINED AND APPROVED.

CITY ENGINEER

COST DISTRIBUTION

DESCRIPTION	COST	FUND	ORIGINAL ESTIMATE	THIS MONTH	TOTAL TO DATE

TOTAL TO DATE ▶

LESS PREVIOUS ESTIMATE PAID ▶

CREDIT CONTRACTOR LESS ▶

PAY CONTRACTOR ▶

RECORDER'S COPY

1302

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

April 28, 1975

FILE: ~~PRO 4-3~~

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Royal Avenue Widening
(Louis to west of Candlelight)
Royal Avenue
Lane County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 5 : Wm. Anhorn

APPROVED
E. S. Hunter
Date 4-29-75

4-29-75
ORIGINAL TO
L.W. Rulien

RECEIVED
APR 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date February 11, 1975

A. PROJECT IDENTIFICATION

M-1320 (-)

Name of Project Royal Avenue Widening (Louis to west of Candlelight)
(Section)

Location of Project Royal Avenue
(Highway Name)
No. 1320
(Highway No., US - ORE)

Eugene (City) Lane (County) 3 (Region)

Program FAU (Funding) $573,000 (1) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To upgrade an existing 20 ft. oil mat roadway to a 2-lane facility with center left-turn lane and bike paths.

Origin and History: Royal Avenue was originally a county road serving rural development in West Eugene. That area has since become one of increasing residential density and the narrow roadway is no longer adequate.

C. DESCRIPTION OF PROJECT

Length 1.25 mi.

Termini Louis Street to west of Candlelight Drive

Alignment ☐ New ☒ Existing ☐ Combined

(1) Portion of cost will be assessed, therefore amount shown on FAU Project Application is $335,000, which is remaining amount to be financed by normal Federal-State-Local shares.

CATEGORY 3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Royal Avenue was dedicated at 60 ft. right-of-way as a county road, therefore no additional acreage is required.

Typical Section The proposed roadway will consist of a 46 ft. curb-to-curb section with 2 bike lanes, 2 travel lanes and a center-left-turn lane, 5 ft. sidewalks and city standar curb and gutter.*

Structures

Characteristics (ADT) Existing 4,000 to 6,000 ADT. Year 2000 projections for traffic on Royal are 7,000 to 12,000 vehicles per day. Two public transit routes use portions of Royal Ave., one from east of Louis to Echo Hollow, and the other from Bertelsen to Candlelight.

Other General Information (or Supplemental information to items)

*The eastern portion of the project will be narrowed to facilitate transition to the existing 36 ft. section east of Louis Street. West of Candlelight the roadway will remain unimproved, as urban development is not expected in this area in the near future.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

(1) The no-build alternative is not considered acceptable because of the nature of the present facility. The existing roadway is a substandard, narrow oil mat road with open ditches on both sides, making pedestrian travel difficult. The purpose of this proposal is to widen and upgrade Royal to allow for easier and safer pedestrian, bicycle and vehicular movement.

(see reverse side)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [X] Required [ ] Recommended

Type Local-Conducted by Council Tentative Date(s) Not Known

A-95 Review: [ ] Not Required [X] Required

(2) The alignment for the project has been determined by the existing roadway, therefore the only other design alternative considered would be a change in cross-section width. This route has been named in Eugene's Master Bike Plan as an important route, and the Master Plan as well as much public testimony indicates the strong preference for on-street bikeways in this type of situation; therefore the only alternative would be a 36 ft. section with no center-turn-lane. Because of the expected future traffic increase and the great number of intersecting driveways and cross streets, the center-turn-lane is considered essential. Experience with heavily traveled two-lane roads with bike lanes has shown that many drivers will swerve into the bike lane to bypass a car slowing down to make a left turn, creating a very hazardous condition.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The project area consists of flat lands that were formerly used for farming. The Marshall drainage ditch located north of Royal Avenue is the recipient of the storm sewers in the project area. The area has a mean elevation of between 380 and 390 ft. and may be characterized as a low, wetlands area with associated flora and fauna.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Development in the project area is almost exclusively residential, with an occasional church, neighborhood store, local school or park. The primary local contributor to air and noise pollution is the automobile.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: All right-of-way was acquired by the County when Royal Avenue was dedicated as a county road. No relocation of homes or businesses will be required.

   Consequences:

2. Estimated Changes in Traffic Patterns: Improvement of Royal will make it a more attractive facility, however, it is not likely that a significant amount of traffic will be pulled from other major East/West facilities in the area; such as Barger Drive to the north or W. 11th Avenue to the South, because the traffic patterns in this area are fairly well established, and these parallel streets are a mile or more away from Royal Ave.. The Center-left-turn lane will permit access to driveways and side streets without interruption of through traffic movement.

   Consequences:

3. Estimated Changes in Land Use: The area was formerly farm land that has been developing as low density residential. The 1990 Plan calls for a continuation of this trend. The upgrading of Royal will permit better service for the increasing development.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   NONE.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: Widening Royal will require the removal of street trees. All of the trees within the 60 ft. street right-of-way will have to be removed from Bertelson to the West. In all, 16 trees will require removal.

   Consequences:

Number	Type	Size
4	Fir	28" - 28" -6" - 4"
2	Catalpa	12" - 8"
3	Locust	18" -12" -6"
1	Pear	20"
1	Walnut	12"
1	Birch	12"
2	Maple	3" - 8"
1	Hawthorne	12"
1	Apple	5"

The tree removal will impair the senic qualities of Royal. However, there are no plans or provisions in City policy for replacement of the trees.

G. Preliminary Identification of Areas of Critical Environmental Concern: NONE

7. Potential for Controversial Issues: The Eugene City Charter provides for adjacent property owner assessment, for such improvements as street paving, curbing and sidewalk construction. CIty Council Resolution No. 2272 sets up street and street related improvement assessment policy. For existing residential properties the assessment is for the cost of a standard 28 foot width of street. New or undeveloped residential subdivisions, multiple family use or multiple family zoning districts are assessed for

(see reversed side)

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

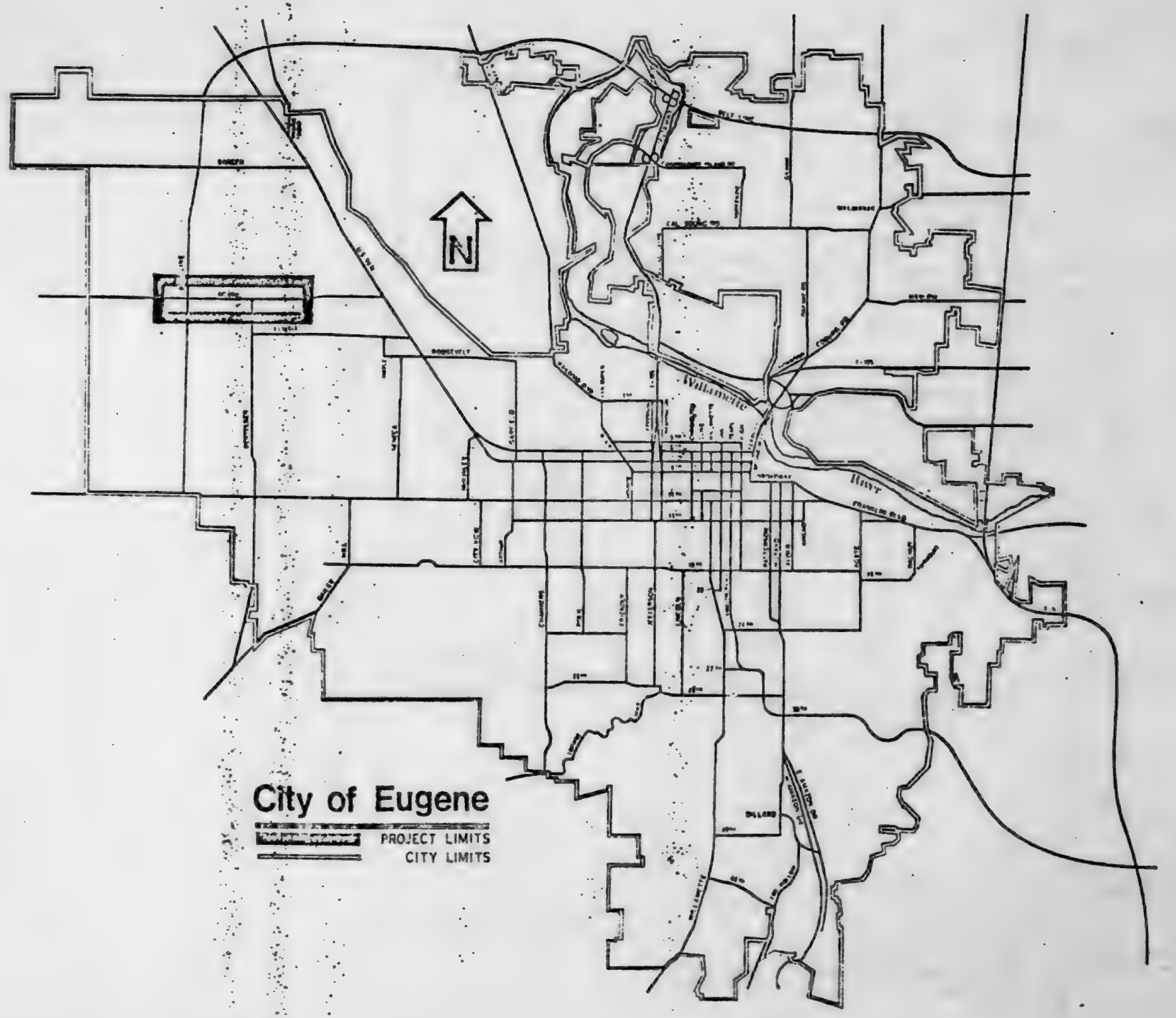
7. a width of 36 feet. With 28 foot residential standard assessments running $15.00 a front foot, this is a potentially controversial issue. At present there are three ways of handling assessments:

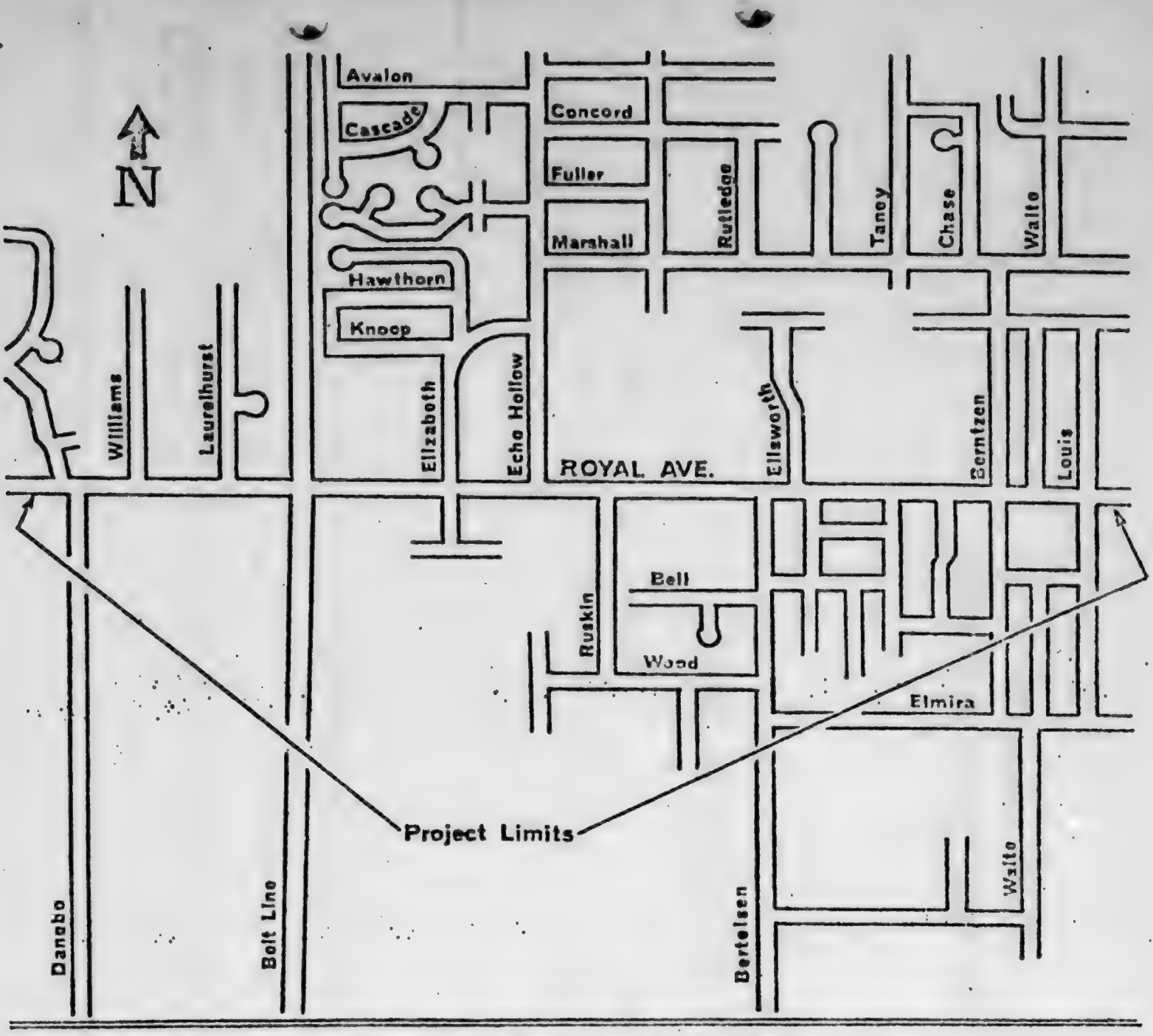
   1. Payment in full.
   2. Bancrofting or paying off assessment over a 10 year period.
   3. Or for people over 62 years of age with an average income (per couple) of less than $5,000 per year, payment may be deferred for as long as the people live in the house with annual 3% interest payment.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- [ ] Draft EIS
- [ ] Final EIS
- [ ] Supplemental Draft EIS
- [ ] Supplemental Final EIS
- [ ] Section 4(f)
- [ ] Negative Declaration
- [ ] State-Wide Negative Declaration
- [X] Other Non-major action

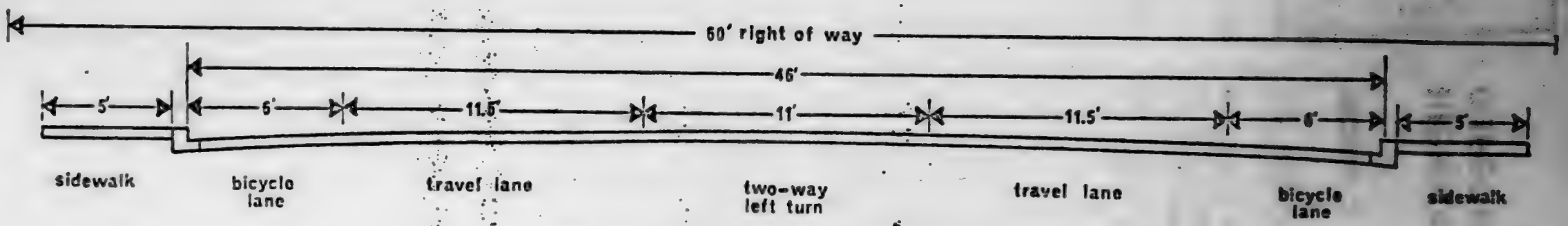
According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.


N
City of Eugene
PROJECT LIMITS
CITY LIMITS

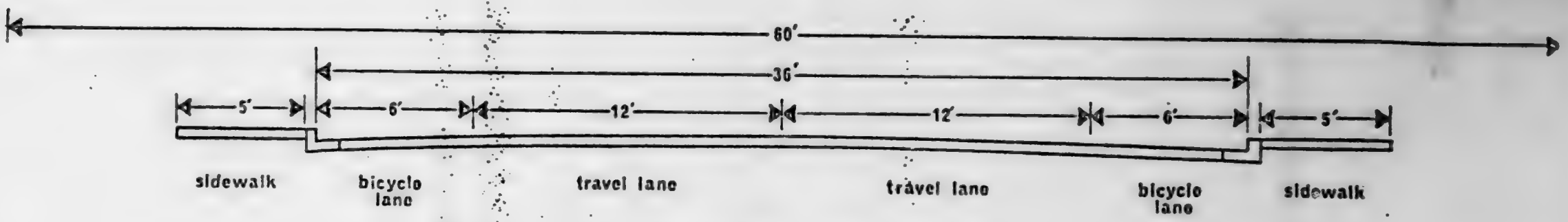


Royal Ave. Widening

Project Area



Candlelight to Bertelsen



Bertelsen to Louis

Proposed Cross-section
Royal Avenue

OREGON STATE HIGHWAY DIVISION

PRO 6

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. David Reinhard
Planning Engineer
City of Eugene
Department of Public Works
777 Pearl Street
Eugene, OR 97401

February 25, 1975

Dear Mr. Reinhard:

This will acknowledge your letter of February 24, 1975, transmitting a revised copy of the Royal Avenue widening project's environmental assessment.

By a copy of this letter, Mr. Eb Engelmann is asked to review this assessment and also a copy is being forwarded to Mr. Gary Potter, Manager, Environmental Section in Salem, for his consideration.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
Gary Potter
Eb Engelmann

RECEIVED
FEB 27 1975
ENVIRONMENTAL
SECTION

D. R. Files

CITY OF EUGENE

DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

February 24, 1975

Mr. Glen Clark
Regional Federal Aid Engineer
Region 3
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

Enclosed is the revised Environmental Assessment for the Royal Avenue widening project. We have attempted to respond to the comments made on the earlier version by Eb Engleman and Dwight Smith and we hope that the document will now be satisfactory.

We expect to conduct an informal staff hearing next month with affected property owners and interested persons in the neighborhood group regarding the widening project. We will advise you of the exact time and place of the meeting so that you or your staff may attend if you feel it would be desirable.

Very truly yours,

David M. Reinhard

David Reinhard
Planning Engineer

DR:bm

enc.

Rulien

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
April 17, 1975

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Reduced Standards Request
Royal Avenue - FAUS 1320
Eugene

TO: MEMO TO FILE

Mr. Al Williams and Mr. Dave Reinhard of the City of Eugene's engineering staff contacted the writer April 11, 1975, and indicated that the property owners who will be assessed for a major portion of the subject project cost are objecting to the prohibition of curb parking.

The agreement (yet unsigned) in the hands of the City states this parking prohibition is mandatory. They were advised that the reason for this was they had decided on two six-foot bike paths (on street) and an 11-foot median and two 11.5-foot travel lanes. Thus, no parking area existed so parking must therefore be prohibited.

They stated that past city councils had overruled such criticism but the present Council just might return the curb parking. They asked if we would approve two eight-foot parking strips, two five-foot bikeways (between the parking and the traveled way) (see attached Item 12 from the Eugene area master bikeway plan) and two 11-foot travel lanes (total 48 feet).

After conferring with Mr. George Hopkins, it was decided that the present volume being 4,000 (ADT) and the City admitting to some 6,000 vehicles per day presently, the removal of the continuous left-turn refuge would not be an acceptable alternative just to provide curb parking. The project, if this were allowed, would result in no real upgrading from the present two-lane facility.

The City was advised this would not be an acceptable project application revision.

The City Council will review the subject April 28, 1975, and we will then be advised of the results.

GLC/dt
Attachment

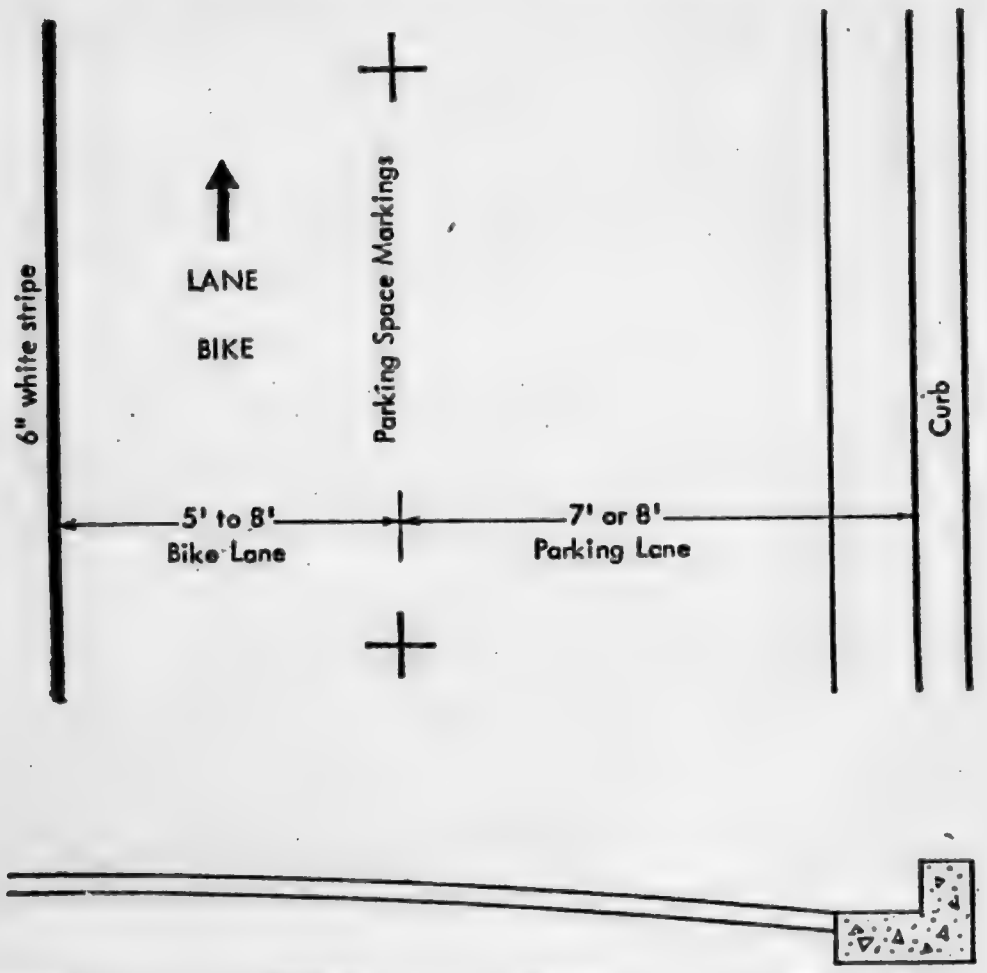
cc: L. W. Rulien
William Anhorn

APR 19 1975

llege which is permissible only as long as travel along the street is not disadvantaged. Thus, where parking is found to interfere with traffic flow, and where it is detrimental to safety, it is prohibited.

In general, there are three different scenarios regarding parking which may confront the bikeway designer. The first is when the existing street width is adequate for the striping of bike lanes without displacing any existing street use. This situation is seldom met in urban areas, since it implies that a two way street is at least 8 feet widen than it need be. In rural areas where paved shoulders exist, the designation of these shoulders as bike lanes, or more commonly, their modification and use as such without special designation, is an instance of this particular treatment. In Eugene, part of Railroad Boulevard, and Garfield Street north of Sixth, are examples of streets that can be striped for bike lanes without removing parking.

The second category is where the existing street use must be changed, usually by removing parking, or taking a travel lane to provide space for bike lanes. The taking of a travel lane can only be done where it is surplus to traffic needs, or where traffic can be readily displaced to an alternative route. This treatment is proposed for Agate Street, the Lawrence/ Lincoln couplet, and on Alder Street from 13th to 24th Streets. Reasonable traffic displacement is seldom



FAU, Eugene

Form E-136—334—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

City of Eugene Dept. of Public Works
777 Pearl Street
Eugene, OR 97401

Order No. 3-82

Date April 14, 1975

By: Mr. David Reinhard

Prefix and account number to which work is to be charged 7831-900

(Official Capacity)

Description and Location of Work To Be Performed or Materials To Be Furnished:

Provide preliminary engineering and contracting services to the City of Eugene to assist them in widening and improving Royal Avenue between Candlelight and Louis Streets.

RECEIVED
COUNTY & CITY SECTION
JUN 18 1975
ENGR. COORD. CE AE UE
UPE CE RE RPE

Estimate of Quantities and Cost

Final Design	$3,000
Soils & Geology	$2,500
Utility	$1,000
Specifications	500
Environmental	750
Total	$7,750

Basis of Payment:

- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $2,000

Deposit received by Secretary on _____

Authority from Requisitionist:

- ☒ Agreement dated _____
- ☒ Letter to Glen Clark date 3-24-75
- ☐ Oral request to _____ date _____

Department Authority:

- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☒ Head of department issuing order

Field information submitted by _____ in letter dated _____

Expected date of completion of work or delivery of materials _____

Superintendent or engineer responsible for performance of work and submission of information for billing Alfred Shirley, Jr.

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region 3 Office Department

Signed _____

John W. Grassman
Acting Region Office Engineer

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

EP-F190

8302

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: April 2, 1975

In reply refer to: 1041EC.1

41

SUBJECT: Oregon Project M-1320(-)
Royal Avenue Widening
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's March 11 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be reviewed at the appropriate stage during the project development.

William H. Kyppas
for G. L. Green

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
APR 3'75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File
4

4-3-75
cc: Rulien

cy acj

RECEIVED
APR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Pulien

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. David Reinhard
Planning Engineer
Department of Public Works
777 Pearl Street
Eugene, OR 97401

March 26, 1975

Dear Mr. Reinhard:

This will acknowledge your letter of March 24, 1975, transmitting Check No. 71123 dated March 25, 1975, for the amount of $2,000.00 for the City's "token" advance deposit for state force work anticipated to total $7,750.00 on the FAU system project on Royal Avenue in Eugene.

By a copy of this letter, your check is being forwarded to Mr. V. E. Skoog, Fiscal Officer, for routine handling. Also by a copy of this letter, Mr. M. G. Havig, Regional Office Engineer, is asked to prepare the Order to Render Service. As soon as a prefix is assigned, those sections with a service to perform will be notified.

The requested breakdown of the services to be performed is as follows:

Final Design (Plans reproduction, advertising, plan revisions as result of review, etc.)	$3,000
Soils & Geology	2,500
Utility	1,000
Specifications	500
Environmental	750
TOTAL	$7,750

MAR 2 1975 Dick DonH.

We hope to be able to drop in on your staff hearing regarding this project April 8, 1975, at 7:30 p.m. to be held in the Shasta Junior High School.

If you have any further questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
J. H. Versteeg
Victor Wolfe
V. E. Skoog
Gary Potter
Ellis Jones
Eb Engelmann
M. G. Havig

8302

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 19, 1975

TO Transportation
Oregon State ~~Highway~~ Commission
ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

Ten requests for approval of Urban System projects will be presented for your consideration at the February 26 meeting.

(1) The City of Baker is requesting a project to widen a half-mile section of Birch Street in east Baker.

(2) The request from Clackamas County involves the signalization of seven intersections within the Portland urban area.

(3) Urban System funds are being requested by Dallas to complete a TOPICS project on the Kings Valley Highway and Uglow Avenue that was approved by the Commission on August 26, 1974.

(4) A 1.25-mile segment of Royal Avenue in West Eugene will be widened by a request from the City of Eugene.

(5) The City of Newport is requesting funds to widen a 0.7-mile portion of Bay Boulevard adjacent to Yaquina Bay.

(6) Oregon City is requesting improvements to the intersection of Cascade Highway and Beavercreek Road.

(7) Two pedestrian-actuated school crossing signals on S. E. Powell Boulevard will be modernized by the request of the City of Portland.

(more)

(8) Two requests come from the City of Springfield. One involves widening and signalization of a 0.5-mile (9) section of Centennial Boulevard. The other project provides for traffic signal work at four intersections in northern Springfield.

(10) The City of The Dalles is requesting Urban System funds to complete the Mill Creek Bridge on West Tenth Street that was approved as a TOPICS project by the Commission on October 19, 1971.

Federal Urban System funds for these projects are estimated at $1,283,100 with the State providing approximately $180,950 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachment

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
C. M. Willialms
W. E. Schwartz
Jack Graham
Gary Sund
RU:scr ms

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

February 18, 1975

OK EAH

TO: Mr. E. S. Hunter
Assistant State Highway Engineer
B U I L D I N G

RE: Proposed Urban System Requests

FROM: George N. Hopkins
Project Development Engineer

Attached are fourteen copies of a summary and description of ten proposed Urban System projects.

If satisfactory, these projects should be presented to the Transportation Commission for approval at the February 26 meeting. A draft of a suggested letter to the Commission is attached.

RU:scr

Attachment

RECEIVED

SUMMARY
Proposed Urban System Projects

Jurisdiction	Section	Total Cost	Federal Funds	State Share
Baker	Campbell Ave.-Auburn Ave. Birch St., FAU 4860	$ 175,000	$ 136,500	$ 19,250
Clackamas County	Clackamas Co. Traffic Signals (7) Various County Roads	290,000	226,200	31,900
Dallas	Orchard Dr.-Washington St. Kings Valley Hwy., FAU 6031 and Washington St.-Clay St. Uglow Ave., FAU 6071	100,000	78,000	11,000
Eugene	Candlelight St.-Louis St. Royal Ave., FAU 1320	335,000	261,300	36,850
Newport	Lee St.-East City Limits Bay Boulevard, FAU 6850	100,000	78,000	11,000
Oregon City	Cascade Hwy. (FAU 0315) at Beavercreek Rd.	~~80,000~~	~~62,400~~	8,800
Portland	Powell Blvd. (FAU 0640) at S. E. 47th and 69th Avenues	30,000	23,400	3,300
Springfield	Mill St.-5th St. Centennial Blvd., FAU 1140	220,000	171,600	24,200
Springfield	Springfield Traffic Signals (4) Various City Streets	170,000	132,600	18,700
The Dalles	Mill Creek Br. W. Tenth St., FAU 4020	145,000	113,100	15,950
	Total New Projects	$1,645,000	$1,283,100	$180,950

75-b
2/13/75

CITY OF EUGENE
Proposed Urban System Project

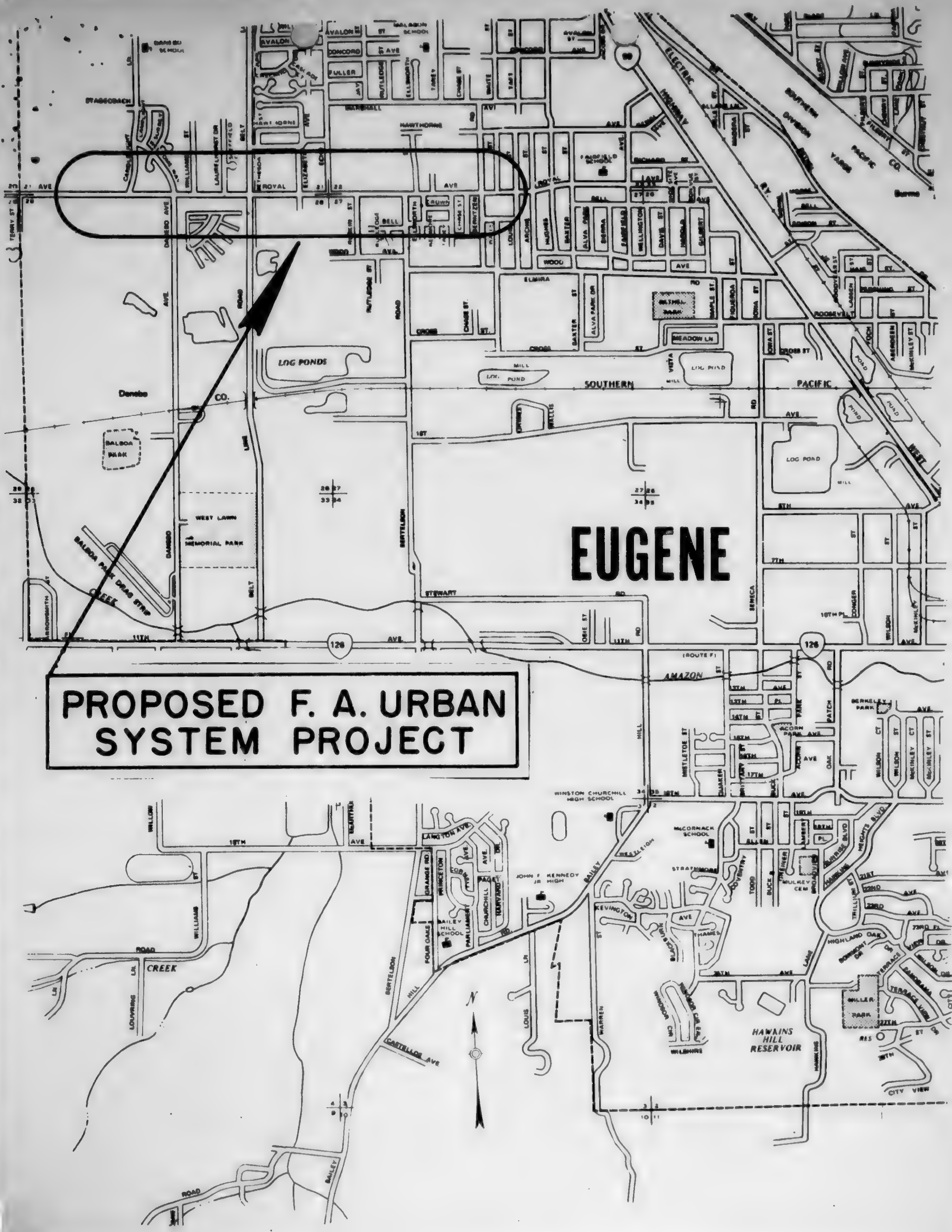
Candlelight Street-Louis Street (Eugene) Section
Royal Avenue, FAU 1320
Grading and paving; 1.25 mile; $335,000

This project entails all the necessary work and costs to widen Royal Avenue from a narrow rural-type section to a curbed urban street section.

Perform all construction engineering (City will pay for all preliminary engineering).

Construct 46-foot curb-to-curb street section.

Provide sidewalk and bikeways.


EUGENE
LOG PONDS
SOUTHERN
PACIFIC
ELECTRIC
HIGHWAY
WEST
AMAZON
CREEK
HAWKINS
HILL
RESERVOIR
CITY VIEW
PROPOSED F. A. URBAN
SYSTEM PROJECT

Rulien

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
XXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Donald P. Allen, Director
Public Works Department
City of Eugene
777 Pearl Street
Eugene, OR 97401

February 14, 1975

Hopkins
Harwell
Holmes ✓
Prange
Unrein
2

RECEIVED
FEB 21 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Dear Mr. Allen:

This will acknowledge your letter of February 11, 1975, concerning the new flow chart and the Royal Avenue project in particular.

In checking with our Salem office, we have been assured that the Royal Avenue project will be on the Commission agenda for the February 26, 1975, meeting.

At that time we will be asking for a token deposit to begin utility, soils and geology, etc., work which you have requested to be accomplished by State forces during the preliminary engineering phase.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

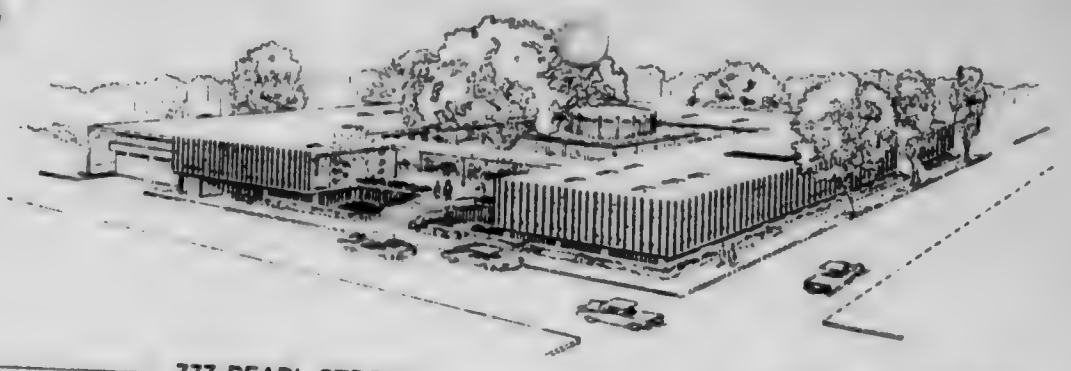
Unrein

GLC/dt

cc: L. W. Rulien

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P. M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS: FEB 19 1975		

CITY OF EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

February 11, 1975

Mr. Alfred Shirley, Jr.
Regional Engineer
Region 3, Oregon State Hwy. Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

We have reviewed your revised flow chart for FAU Project Implementation, and we find it helpful in understanding the process, although it would be of even more assistance if it carried over into the right-of-way and construction phases. We do appreciate the arrangement of the project application processing and environmental assessment in a parallel fashion so that they can both be on-going at the same time. We also concur with Lane County in that the advance deposit for preliminary engineering will be acceptable at an early stage only if it is a token deposit of $500 to $1,000, with the balance to be paid after the project agreement has been executed.

As you know, it is essential that we have our Royal Avenue widening project handled as expeditiously as possible in order to get it under way during this year's construction. To this end, we hope that the cross section we have proposed will be approved very shortly by the project management section in Salem, and that the project will be considered at the February Transportation Commission Meeting if at all possible. Once the matter of the cross section is agreed upon, we will be able to prepare plans very soon after that for your review. Meanwhile, my staff is completing its revision of the environmental assessment for the project and will be sending you that document later this week. I cannot emphasize too strongly that we feel a very firm local commitment to build this project this summer, and anything that can be done to accelerate the process will be greatly appreciated. Thank you.

Very truly yours,

Donald P. Allen, Director
Public Works Department

DPA/da

cc: L. Rulien

Called George Hopkins
2/13/75 - To Determine
if Royal Project on Agenda
called Back - Yes -

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date February 11, 1975

A. PROJECT IDENTIFICATION

Name of Project Royal Avenue Widening (Louis to west of Candlelight)
(Section)

Location of Project Royal Avenue
(Highway Name) (Highway No., US - ORE)

Eugene (City) | Lane (County) | 3 (Region)

Program FAU (Funding) | $573,000 (1) (Estimated Cost) | (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To upgrade an existing 20 ft. oil mat roadway to a 2-lane facility with center left-turn lane and bike paths.

Origin and History: Royal Avenue was originally a county road serving rural development in West Eugene. That area has since become one of increasing residential density and the narrow roadway is no longer adequate.

C. DESCRIPTION OF PROJECT

Length 1.25 mi.

Termini Louis Street to west of Candlelight Drive

Alignment ☐ New ☒ Existing ☐ Combined

(1) Portion of cost will be assessed, therefore amount shown on FAU Project Application is $335,000, which is remaining amount to be financed by normal Federal-State-Local shares.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Royal Avenue was dedicated at 60 ft. right-of-way as a county road, therefore no additional acreage is required.

Typical Section The proposed roadway will consist of a 46 ft. curb-to-curb section with 2 bike lanes, 2 travel lanes and a center-left-turn lane, 5 ft. sidewalks and city standard curb and gutter.*

Structures

Characteristics (ADT) Existing 4,000 to 6,000 ADT. Year 2000 projections for traffic on Royal are 7,000 to 12,000 vehicles per day. Two public transit routes use portions of Royal Ave., one from east of Louis to Echo Hollow, and the other from Bertelsen to Candlelight.

Other General Information (or Supplemental information to items)

*The eastern portion of the project will be narrowed to facilitate transition to the existing 36 ft. section east of Louis Street. West of Candlelight the roadway will remain unimproved, as urban development is not expected in this area in the near future.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

(1) The no-build alternative is not considered acceptable because of the nature of the present facility. The existing roadway is a substandard, narrow oil mat road with open ditches on both sides, making pedestrian travel difficult. The purpose of this proposal is to widen and upgrade Royal to allow for easier and safer pedestrian, bicycle and vehicular movement. (see reverse side)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [X] Required [ ] Recommended

Type Local-Conducted by Council Tentative Date(s) Not Known

A-95 Review: [ ] Not Required [X] Required

(2) The alignment for the project has been determined by the existing roadway, therefore, the only other design alternative considered would be a change in cross-section width. This route has been named in Eugene's Master Bike Plan as an important route, and the Master Plan as well as much public testimony indicates the strong preference for on-street bikeways in this type of situation; therefore the only alternative would be a 36 ft. section with no center-turn-lane. Because of the expected future traffic increase and the great number of intersecting driveways and cross streets, the center-turn-lane is considered essential. Experience with heavily traveled two-lane roads with bike lanes has shown that many drivers will swerve into the bike lane to bypass a car slowing down to make a left turn, creating a very hazardous condition.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The project area consists of flat lands that were formerly used for farming. The Marshall drainage ditch located north of Royal Avenue is the recipient of the storm sewers in the project area. The area has a mean elevation of between 380 and 390 ft. and may be characterized as a low, wetlands area with associated flora and fauna.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Development in the project area is almost exclusively residential, with an occasional church, neighborhood store, local school or park. The primary local contributor to air and noise pollution is the automobile.

The tree removal will impact the ... provisions in City policy for replacement of the trees.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: All right-of-way was acquired by the County when Royal Avenue was dedicated as a county road. No relocation of homes or businesses will be required.

   Consequences:

2. Estimated Changes in Traffic Patterns: Improvement of Royal will make it a more attractive facility, however, it is not likely that a significant amount of traffic will be pulled from other major East/West facilities in the area; such as Barger Drive to the north or W. 11th Avenue to the South, because the traffic patterns in this area are fairly well established, and these parallel streets are a mile or more away from Royal Ave.. The Center-left-turn lane will permit access to driveways and side streets without interruption of through traffic movement.

   Consequences:

3. Estimated Changes in Land Use: The area was formerly farm land that has been developing as low density residential. The 1990 Plan calls for a continuation of this trend. The upgrading of Royal will permit better service for the increasing development.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   NONE.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: Widening Royal will require the removal of street trees. All of the trees within the 60 ft. street right-of-way will have to be removed from Bertelson to the West. In all, 16 trees will require removal.

   Consequences:

Number	Type	Size
4	Fir	28" - 28" -6" - 4"
2	Catalpa	12" - 8"
3	Locust	18" -12" -6"
1	Pear	20"
1	Walnut	12"
1	Birch	12"
2	Maple	3" - 8"
1	Hawthorne	12"
1	Apple	5"

The tree removal will impair the senic qualities of Royal. However, there are no plans or provisions in City policy for replacement of the trees.

6. Preliminary Identification of Areas of Critical Environmental Concern: NONE

7. Potential for Controversial Issues: The Eugene City Charter provides for adjacent property owner assessment, for such improvements as street paving, curbing and sidewalk construction. CIty Council Resolution No. 2272 sets up street and street related improvement assessment policy. For existing residential properties the assessment is for the cost of a standard 28 foot width of street. New or undeveloped residential subdivisions, multiple family use or multiple family zoning districts are assessed for

(see reversed side)

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

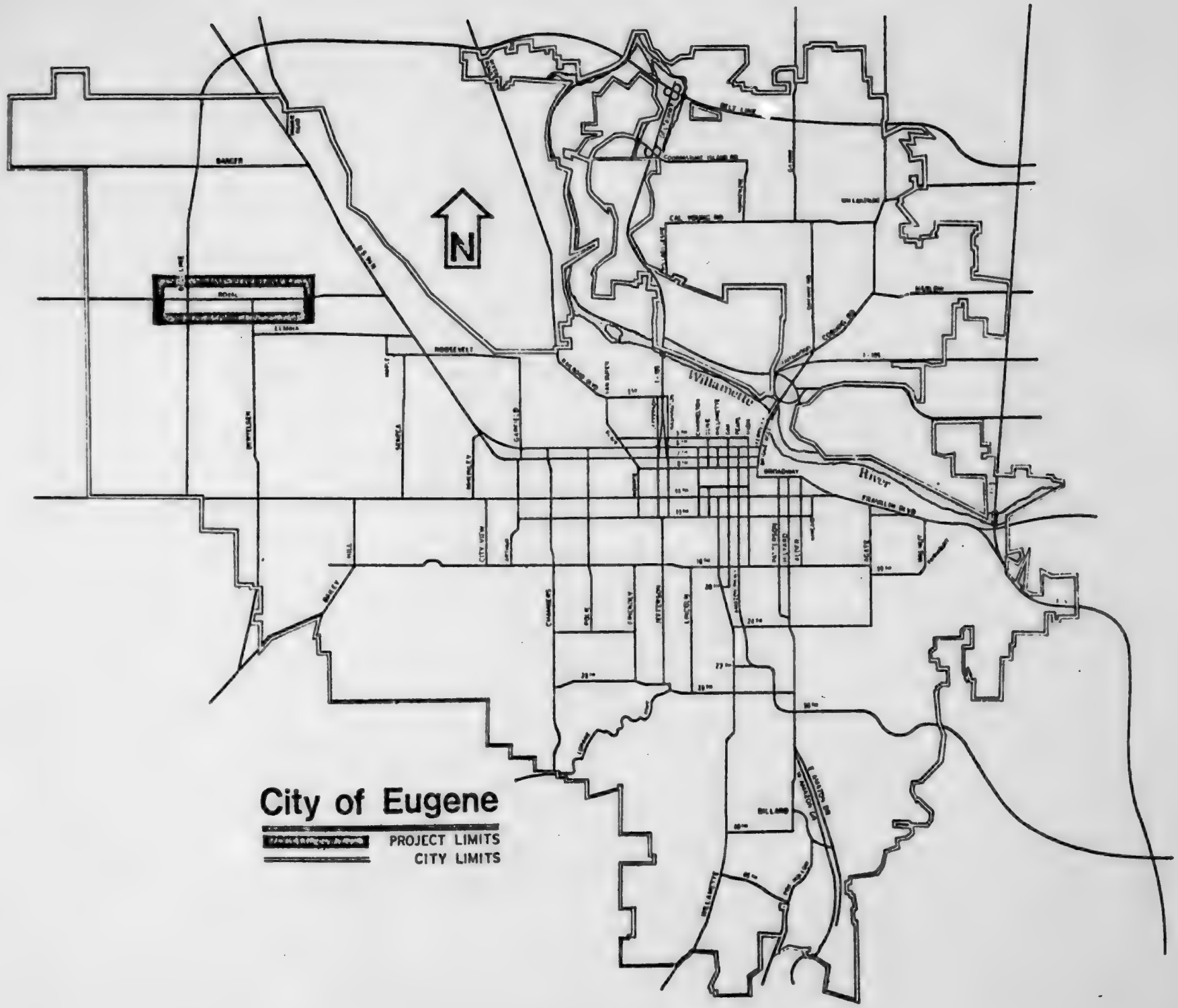
MAXIMUM - Special detail of analysis. Comprehensive technical report.

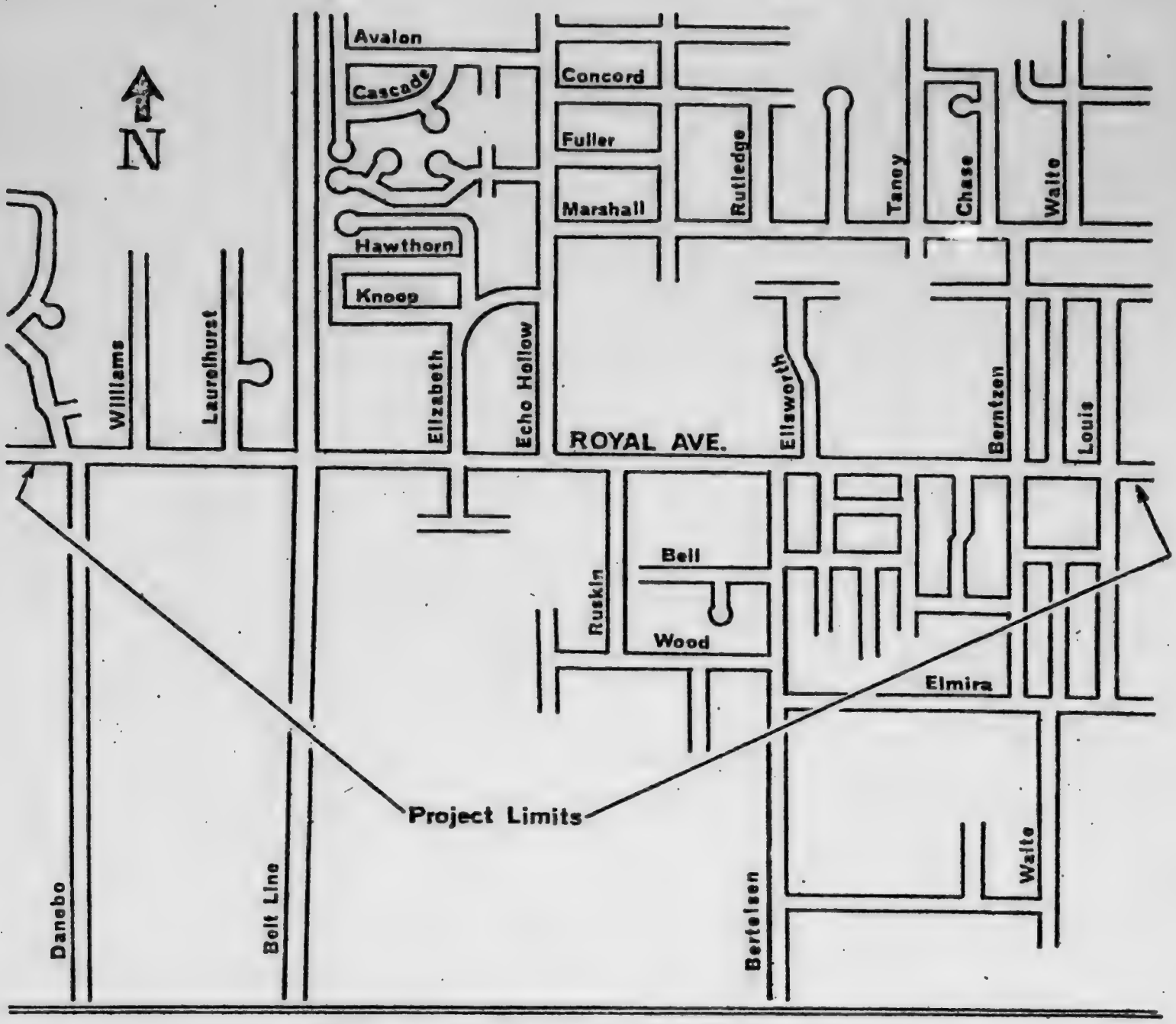
7. a width of 36 feet. With 28 foot residential standard assessments running $15.00 a front foot, this is a potentially controversial issue. At present there are three ways of handling assessments:

1. Payment in full.
2. Bancrofting or paying off assessment over a 10 year period.
3. Or for people over 62 years of age with an average income (per couple) of less than $5,000 per year, payment may be deferred for as long as the people live in the house with annual 3% interest payment.

TYPE OF DOCUMENTATION RECOMMENDED:

- [ ] Draft EIS
- [ ] Final EIS
- [ ] Supplemental Draft EIS
- [ ] Supplemental Final EIS
- [ ] Section 4(f)
- [ ] Negative Declaration
- [ ] State-Wide Negative Declaration
- [X] Other Non-major action


N
Willamette
River
City of Eugene
PROJECT LIMITS
CITY LIMITS



Royal Ave. Widening

Project Area

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

February 4, 1975

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: L. W. Rulien
Project-Management Engineer

SUBJECT: Additional Information
Regarding Eugene's FAU Project
Royal Avenue

As promised by the City of Eugene at a meeting January 28, 1975, a justification of their cross-section for the subject project would be forwarded to this office for review. Attached is a letter along these lines.

For the most part, we achieved little change from the January 28th meeting. The median was changed from ten feet to eleven feet and the difference came from the two traveled lanes. The six-foot bike paths on the street surface remained.

The argument used is that the City is building or has built other city streets utilizing such on-street bikeways, that the public wants such on-street bikeways, and that the consulting engineering firm of DeLeuw, Cathers and Company recommends this treatment in 68% (102 miles) of the total bikeway mileage contained in their master plan for Eugene.

It would appear that nothing more can be gained in further discussion and that an agenda item be prepared for the Commission's next meeting.

GLC/dt
Attachment

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB 12 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

PROJECT MANAGEMENT SECTION

Routing	Action	Info
P.M. Engineer		
Proj. Dev. Engr.		
Office Engr.		
County-City		
Federal Aid		
Inventory-Needs		
Mileage Control		
Prog. & Schedule		

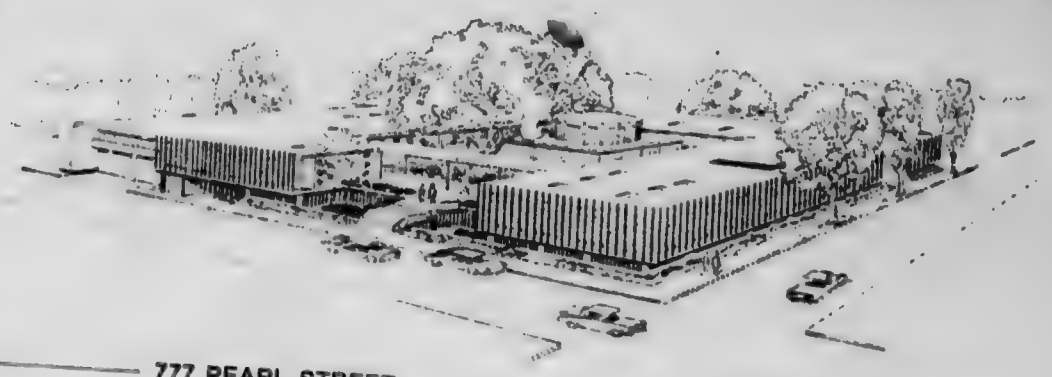
FEB - 6 1975

Remarks:

DEPARTMENT OF PUBLIC WORKS
CITY OF EUGENE
January

CITY OF EUGENE

DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401



January 31, 1975

Mr. Glen Clark
Regional Federal Aid Engineer
Region #3
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

Attached is a drawing of the proposed cross section on the Royal Avenue improvement, as we discussed in our meeting of January 28th. This proposal is based on the need to stay within the 60 feet of existing right-of-way and still accommodate the predicted future traffic volumes. We also feel there is no alternative to providing 6 foot wide on-street bicycle paths in the project, as Royal Avenue has been designated as a bicycle route on Eugene's Bicycle Master Plan, and the alternative of locating bicycle paths behind the curb is acceptable only in rare circumstances within the urban area. Therefore, the proposed cross section contains bicycle paths and two through travel lanes, as well as a continuous center left-turn lane where the traffic volume in our opinion warrants such an auxiliary lane. There will be a transition in the vicinity of Bertelsen Road to a narrower cross section and the last 3,500 feet at the eastern end of the project will be as shown on the attached diagram, that is, a 36 foot section with no center turn lane. This will match up with the existing facility at Louis Street, which is the eastern terminus of the project. The sidewalk will be placed next to the curb in order to preserve the greatest number of existing street trees.

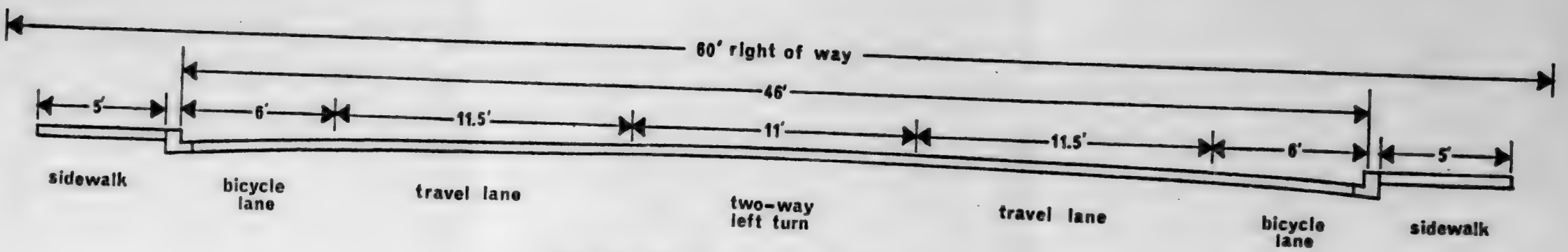
We have shown the proposed striping on the 46 foot section to consist of the two bicycle lanes, two 11 1/2 foot travel lanes and an 11 foot center lane. This is a variation on our original cross section of 12 foot travel lanes and a 10 foot center turn lane. We hope the revised design may eliminate some of the objections you raised regarding the original proposal.

We feel that the proposed 46 foot section as we show on the attachment is really the best design obtainable without getting into a project of a larger magnitude which would necessitate right-of-way acquisition and thereby further delay this long-awaited improvement. I hope that this proposal will be acceptable to the State and the FHWA.

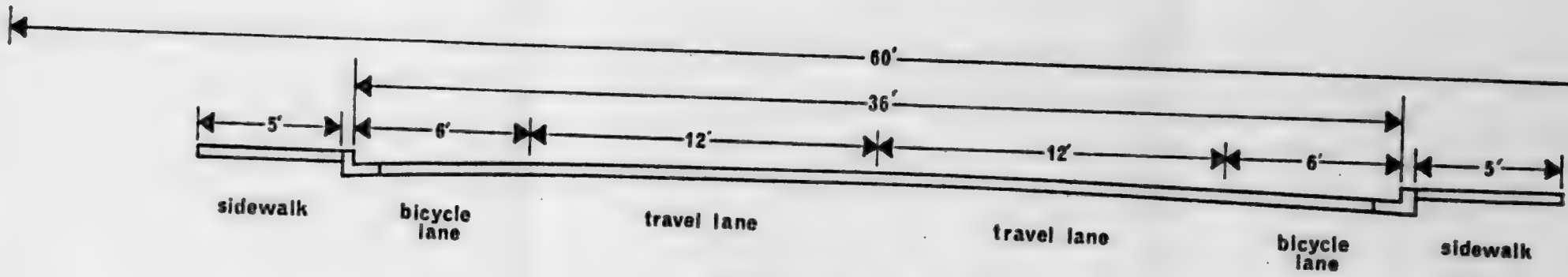
Sincerely,

David Reinhard

David Reinhard
Planning Engineer



Candlelight to Bertelsen



Bertelsen to Louis

Proposed Cross-section
Royal Avenue

Rulien
Lan

FORM 81.734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
January 29, 1975

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Eugene-FAU Project
Royal Avenue

TO: MEMO TO FILE

On Tuesday, January 28, 1975, a meeting was initiated by this office to explore details of the subject project such as City funding (bancrofting), cross-section, bike lanes and several points involving the environmental assessment.

Those in attendance were Bert Teitzel, City Engineer, Dave Reinhard, Planning Engineer, Chris Anderson, Planning Engineer, Alva Williams, Traffic Engineer, Alfred Shirley, Jr., Regional Engineer, Eb Engelmann, Regional Environmentalist and the writer.

The total cost of the project is estimated at $573,000; the total federal-aid funding, plus City and State matching, is estimated at $335,000. The property owners' and City's portion by formula is $238,000. The property owner is assessed for curbs and gutters, 14 feet of the traveled way, sidewalks and up to a residential pavement design over his property frontage. A majority of the property owners are not required to approve the project. City Council action (75% vote) can override property owners' objections. The Council (we were told) has not backed down on any projects in recent times. There are, however, four new City Councilmen.

The City would not reconsider their on-street bike paths. They stated that this is what the citizens (Bike Committee) wished and that such facilities were being planned in the future and had already been constructed in the past. The City agreed to forward a formal presentation in defense of this stand for our consideration. We implied that once this was aired and a decision made, it would stand on future projects.

The various suggestions for improving the environmental assessment was apparently satisfactory and we must assume they will revise the assessment.

X-Ref this →

During the meeting, Mr. Williams made it clear that the TPC (Lane COG's Transportation Planning Committee) would be looking at the set of prerequisites Mr. Baldwin had sent to various COG's (including Lane COG) regarding expending funds for preliminary engineering on major projects without at least a chance of public approval. Also along this line, the Committee was going to look at possible revival of the I-105-Oakhill project. Mr. Royer was advised by telephone (January 29, 1975) of these agenda items.

RECEIVED
COUNTY & CITY SECTION
JAN 31 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☐ RPE ☐ BE ☐ RE ☐ RPE ☐

RECEIVED
JAN 3 . 1975
PROJECT MANAGEMENT SECTION

Dave H

out th
mplie
and he
yer wa
and pr

Mr. Williams was concerned about the annual planning certification necessary by ODOT and FHWA. He implied that the City Council might not "buy" the current E-SAT's plan and he was concerned that the City's plan might not be approved. Mr. Royer was alerted to this by phone, also.

The meeting was useful and productive for both parties.

GLC/dt

cc: Robert Royer
L. W. Rulien

203

Form 81.734.3030

Action FAU

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

January 20, 1975

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: J. H. Versteeg
Design Engineer

SUBJECT: Request for Estimates for
Order to Render Service
Royal Avenue FAU Project
Eugene

Attached is a response from the City of Eugene regarding the extent of State force work which will be involved in the subject project.

By a copy of this letter, I am asking Mr. Eb Engelmann, Regional Environmentalist, to advise the cost of reviewing the EIS or negative declaration.

Would you please advise the cost of plan and specification review, advertizing, plan reproduction, etc. The details of the project are attached as outlined in the project application.

This information will be used to prepare an Order to Render Service and to determine the amount of the advance deposit.

GLC/dt
Attachment

cc: L. W. Rulien
Eb Engelmann

cc City
1-24-75

RECEIVED
COUNTY & CITY SECTION
JAN 20 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE

RECEIVED
JAN 22 1975
PROJECT MANAGEMENT SECTION

CITY OF EUGENE

CITY OF EUGENE

DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

January 17, 1975

Mr. Alfred Shirley, Jr.
Regional Engineer
Region 3
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

In response to your letter of January 2, 1975, we expect the Highway Division's required effort on the Royal Avenue widening project to be very minimal. We anticipate that the project will require a negative declaration, without any special field studies or analysis, and your effort in this regard will be limited to review of the assessment and negative declaration document. There will be no right-of-way acquisition required for the project and the planning and design will be handled by our staff, in-house. Therefore, the State's effort should be limited to review of the environmental documents, review of plans and specifications, and advertising and awarding the contract. (We are unclear as to whether the contract letting costs belong under the heading of preliminary engineering, but we do expect to have the State carry out this aspect of the work.) We have been informed that the project may be categorized as a non-major action and thus would not require even a negative declaration. This might result in even less effort required on your part, but it isn't clear yet which of the two categories the project will fall under.

I hope this gives you enough information to prepare your estimate of preliminary engineering costs. If not, don't hesitate to give me a call.

Sincerely,

David Reinhard

David Reinhard
Planning Engineer

DR:jh

3.02

Julien 3

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

P. S. KLABOE
Administrator of Highways

January 2, 1975

Mr. David Rhinehart
Planning Engineer
Department of Public Works
City of Eugene
777 Pearl Street
Eugene, OR 97401

NOTED
E. S. HUNTER

RECEIVED
JAN 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Rhinehart:

The Project Management Section in Salem has devised a procedure guide for FAU projects in the Eugene urbanized area. This is an outgrowth of the special agreement local jurisdictions have established with the Highway Division.

Beginning with the Royal Avenue project (Eugene), the Beltline-Coburg Road interchange project (Lane County) and the Prairie Road project (Lane County), no authority for survey will be issued. An Order to Render Service will be prepared by this office which will cover any costs to be incurred in the preliminary engineering phase of FAU projects by State forces. This will include any portion of the preliminary engineering which the local agency cannot accomplish or elects to request assistance from the State. This would include review of environmental impact statements, review of plans, field environmental studies, contract letting costs, right-of-way acquisition assistance, etc.

This Order to Render Service will then contain a total estimated cost figure and this amount will be requested from the City prior to any undertaking of work by State forces on the individual projects. Our Accounting Section will assign a prefix for our use and in the end will make a final billing when all costs are in.

Sandee Hunter Ventry
work letter
1-3-75

RECEIVED
JAN 3 1975
PROJECT MANAGEMENT SECTION

Would you please advise this office of any such work envisioned in the Royal Avenue project. By a copy of this letter, I am asking Mr. Al Driver for a similar list for the two previously mentioned County projects.

When the art work is completed, a flow chart for this guide will be supplied. If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: Bill Guenzler
James Fleck
Al Driver
L. W. Rulien ✓
V. E. Skoog

RECEIVED
COUNTY & CITY SECTION
DEC 16 1974
ENGR. COOR. OE RE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

December 13, 1974

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: FAUS Project Request
Royal Avenue-Louis-Candlelight
(Eugene) Section

TO: L. W. Rulien
Project Management Engineer

Attached is a FAUS project request and environmental assessment for the subject section.

This project is (although not documented) in accordance with priorities established at a recent meeting of representatives of Lane County, Eugene and Springfield.

It should be noted that the total estimated cost of this project is $573,000, although the cost shown on the project request is for $335,000. The difference of $238,000 is assessments required by City Ordinance to abutting property owners.

Also attached is a copy of Mr. Eb Engelmann's comments regarding the environmental assessment for this project.

This office wishes to bring to your attention the typical section of 46 feet curb-to-curb the City request suggests. The width would be used for a ten-foot continuous left-turn refuge, two 12-foot traveled ways and two (painted) six-foot wide bikeways. This would leave seven feet back of curbs to be used for two five-foot sidewalks, plus 2 two-foot utility areas. The general right-of-way width is 60 feet.

This office has compared this typical section with Mr. F. B. Klaboe's September 6, 1974, letter to the Lane County Council of Governments setting up guidelines for urban arterials and collectors, and it appears to deviate from the above-described in the request.

It is suggested that 12-feet minimum width be considered for the continuous left-turn refuge and that no six-foot painted bikeways be provided in the curbed area of the street. It would seem better to consider, then, a 12-foot left-turn median, two 12-foot traveled ways, two three-foot shy areas between the traveled ways and curbs for a total of 40 feet curb-to-curb. The two ten-foot areas outside of the curbs could be used for a pair of eight-foot footpath-bikeways and 2 two-foot utility areas. This would provide a more useful and safe continuous left-turn refuge area and separate (by curb) the traveled way and bicycle-pedestrian area.

Cop - reviewing division

RECEIVED
DEC 16 1974
PROJECT MANAGEMENT SECTION

The cross-section to be utilized should be determined prior to any indication of approval.

Also note that in Mr. Reinhard's letter of transmittal, the City (as per their recent agreement) will accomplish the preliminary engineering and request what State resources will be expended in preliminary engineering.

GLC/dt
Attachments

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ENV 3

Roseburg, Oregon

December 9, 1974

FROM: EB ENGELMANN,
Regional Environmentalist

SUBJECT: Royal Avenue Reconstruction
(Eugene)
Environmental Assessment

TO: Glen L. Clark,
Regional Federal-Aid Engineer

The Project Environmental Assessment for the Royal Avenue widening appears adequate, given both the level of the project and the time of the assessment.

Nontheless, the following points may be questioned:

1. The typical section (Item C) may not be optimal. Perhaps no turning lane, or a continuous 16-foot turning refuge and a combination bike-path-sidewalk on only one side of the street--above the curb--would merit consideration. I, for one, would like to see greater separation of motorist and bicycle traffic.

2. Depending upon any significant modification to the typical section, project alternatives (Item D) may also be somewhat different.

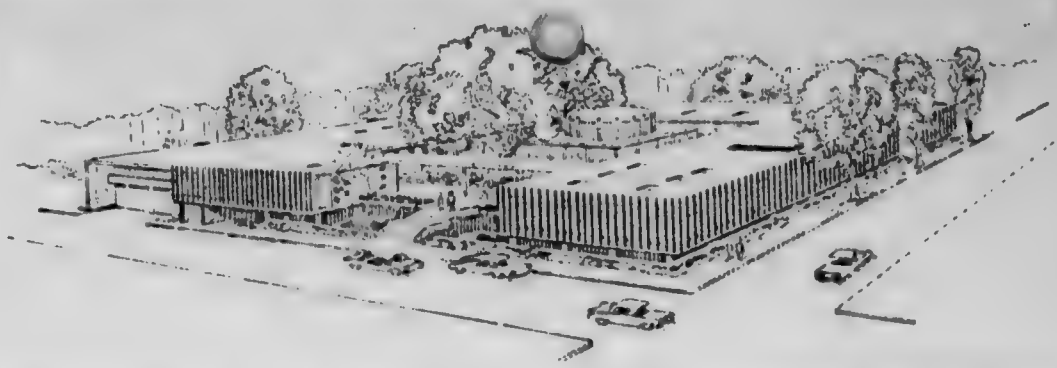
3. Will the trees be replaced (Item G-5)?

4. As environmental impact statements are charged with evaluating social and economic, as well as the more traditional environmental impacts, the assessment charge to abutting landowners (Item G-7) may still be seen as an "environmental" problem. This topic may also need to be documented for an EIS.

EE/dt

RECEIVED
COUNTY & CITY SECTION
DEC 16 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

December 3, 1974

Mr. Glen Clark
Regional Federal Aid Engineer
Oregon State Highway Division
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

We are hereby submitting our Royal Avenue reconstruction project for Urban System funding. Enclosed is a project application and the project environmental assessment. This supersedes our previous application for this project.

According to our previous agreement among local agencies, we are not requesting federal funds for preliminary engineering. Therefore, we would like the County/City Unit to furnish us an estimate of total state resources they expect to expend during the PE phase, and request an advance deposit from us to cover those costs. Upon receipt of our deposit preliminary engineering work can then proceed. As there is no right-of-way acquisition required we would classify this as a Category 3 project, and we hope to have it under contract by next summer.

If you have any questions or if there are further requirements on our part at this time, please give me a call.

Sincerely,

David Reinhard

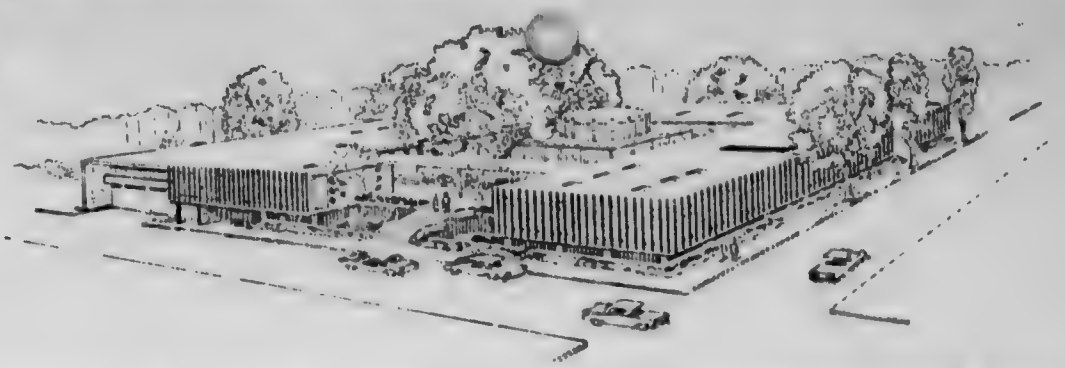
David Reinhard
Planning Engineer

DR:sc

enclosure

RECEIVED
COUNTY & CITY SECTION
DEC 16 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

December 3, 1974

Mr. Glen Clark
Regional Federal Aid Engineer
Oregon State Highway Division
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

We are hereby submitting our Royal Avenue reconstruction project for Urban System funding. Enclosed is a project application and the project environmental assessment. This supersedes our previous application for this project.

According to our previous agreement among local agencies, we are not requesting federal funds for preliminary engineering. Therefore, we would like the County/City Unit to furnish us an estimate of total state resources they expect to expend during the PE phase, and request an advance deposit from us to cover those costs. Upon receipt of our deposit preliminary engineering work can then proceed. As there is no right-of-way acquisition required we would classify this as a Category 3 project, and we hope to have it under contract by next summer.

If you have any questions or if there are further requirements on our part at this time, please give me a call.

Sincerely,

David Reinhard

David Reinhard
Planning Engineer

DR:sc

enclosure

RECEIVED
COUNTY & CITY SECTION
DEC 16 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 26, 1974

A. PROJECT IDENTIFICATION

Name of Project Royal Avenue Widening (Louis to West of Candlelight)
(Section)

Location of Project Royal Avenue -
(Highway Name) (Highway No., US - ORE)

Eugene (City) | Lane (County) | 3 (Region)

Program FAU (Funding) $573,000(1) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To upgrade an existing 20 ft. oil mat roadway to a 2-lane facility with center left-turn lane and bike paths.

Origin and History: Royal Avenue was originally a county road serving rural development in west Eugene. That area has since become one of increasing residential density and the narrow roadway is no longer adequate.

C. DESCRIPTION OF PROJECT

Length 1.25 Mi.

Termini Louis Street to Candlelight Drive

Alignment ☐ New ☒ Existing ☐ Combined

(1) Portion of costs will be assessed, therefore amount shown on FAU Project Application is $335,000.

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) All right-of-way for this project has been acquired and consists of a 60 ft. wide strip.

Typical Section The roadway will consist of a 46 ft. section including 2 - 6 ft. bike lanes, 2 - 12 ft. travel lanes and a 10 ft. center turn lane.

Structures None

Characteristics (ADT) 4,000 to 6,000 ADT. Year 2000 projections for traffic on Royal are 7,000 to 12,000 vehicles per day.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The location of the project has been determined by the existing roadway alignment. The only design alternative to be considered other than build/no build would be a change in cross section width. This route has been named in Eugene's Master Bike Plan as an important bike route, therefore, the only feasible alternative would be a 36 ft. roadway with no center turn lane.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [X] Required (2) [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

(2) Local requirement because property owners will be assessed.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project area consists of flat lands that were formerly used for farming. The Marshall drainage ditch located north of Royal Avenue is the recipient of the storm sewers in the project area. The area has a mean elevation of between 380 and 390 ft. and may be characterized as a low, wetlands area with associated flora and fauna.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Development in the project area is almost exclusively residential, with an occasional church, neighborhood store, local school or park. The primary local contributor to air and noise pollution is the automobile.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: All right-of-way has been acquired.

   Consequences:

2. Estimated Changes in Traffic Patterns: None

   Consequences:

3. Estimated Changes in Land Use: None as a direct result of this project.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: Widening Royal will require the removal of trees.

   Consequences: The scenic resources of the street will be diminished by the tree removal, unless the trees are replaced.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

The assessment charge to abutting landowners could be a matter of controversy, but this is not related to any environmental impact of the project.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

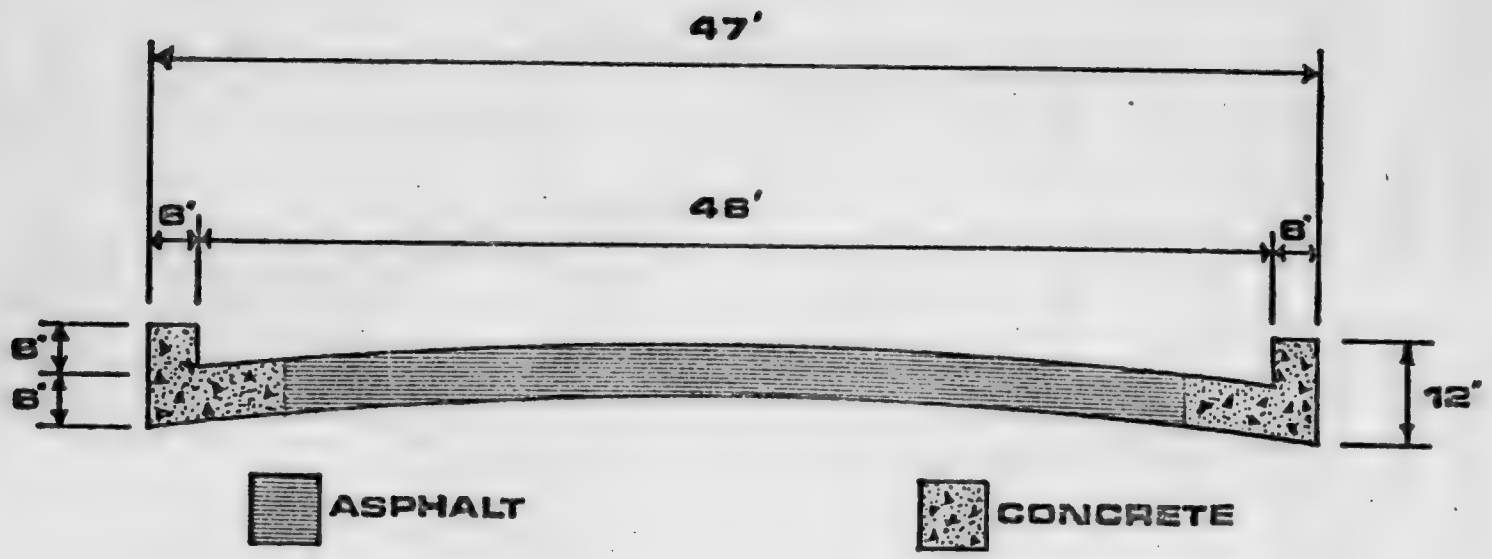
MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

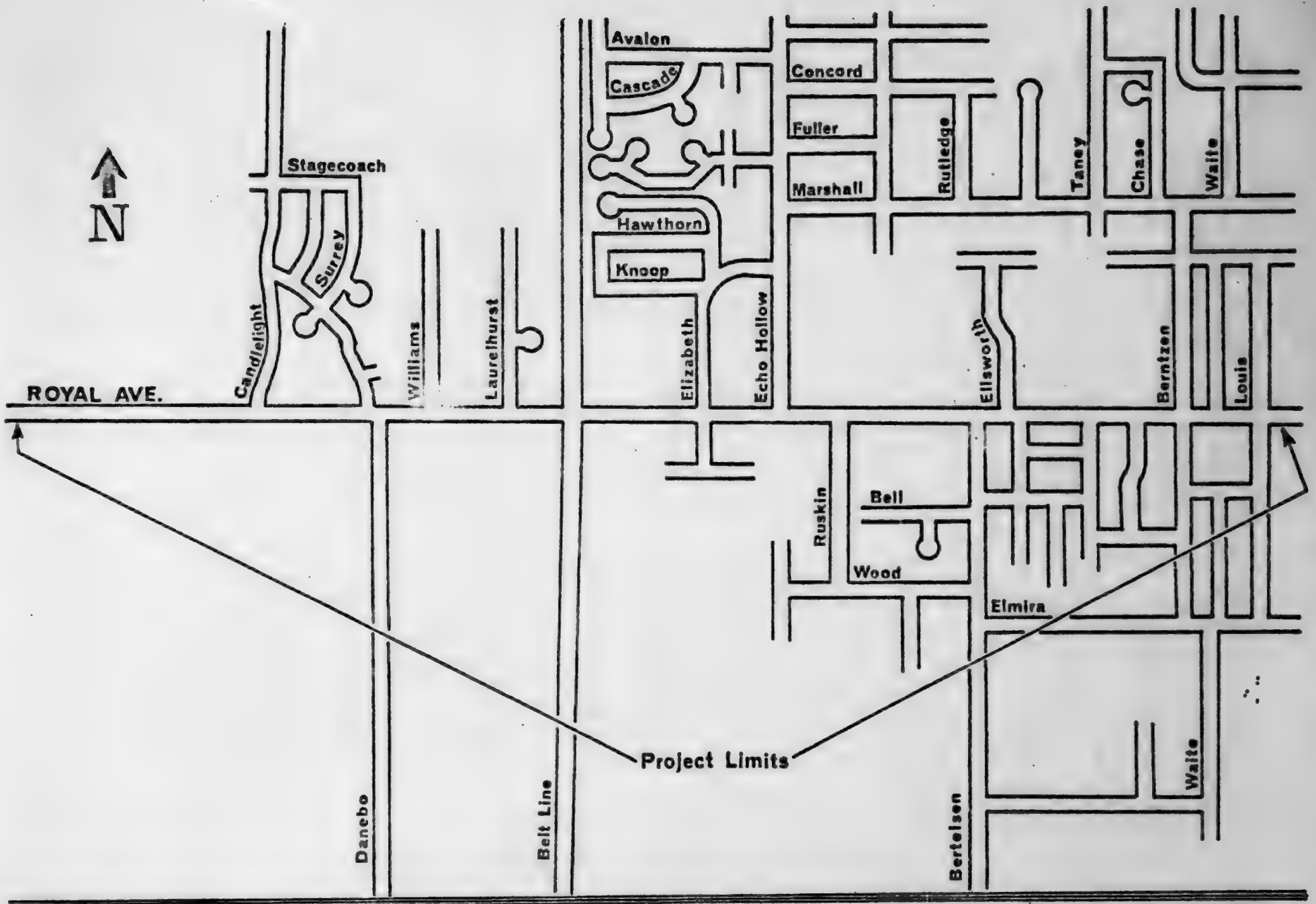
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- [ ] Draft EIS
- [ ] Final EIS
- [ ] Supplemental Draft EIS
- [ ] Supplemental Final EIS
- [ ] Section 4(f)
- [X] Negative Declaration
- [ ] State-Wide Negative Declaration
- [ ] Other _____



Proposed
Typical Section



Royal Ave. Widening
Project Area

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Applicant Agency City of Eugene; Public Works Dept. Date November 6, 1974

Federal Aid System Route No. FAU 1320 Route Name Royal Avenue

Project Name Widening of Royal; Louis to west of Candlelight.

Project Length 1.25 mi. Project Location (Attached sketch map)

Project Description Widening of Royal Avenue from Louis to west of Candlelight. The project will include storm sewers, widening and repaving of existing roadway to a 2 lane facility with a center left turn, bike paths, curb and gutter and concrete sidewalk.

Average Daily Traffic 4,000 - 6,000 Design Speed 40 M.P.H.

Complete Applicable Sections:

RECEIVED
COUNTY & CITY SECTION
DEC 16 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Approx. 20 ft Travel Lanes 2 Shoulders

Medians None Parking None

Sidewalks None

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 46 ft. (1)(2) Travel Lanes 2-12 ft. travel lane Shoulders

Medians None Parking NONE

Curbed City Std.-6 in. Length Curb Radii

Sidewalk/Bikeway 5 ft. sidewalks and 6 ft. striped bike lanes.

Other 10 ft. center left turn lane.

FOOTNOTES: (1) The eastern portion of the project will be narrowed to facilitate transition to the existing 36 ft. section east of Louis St. (2) An alternative cross-section may involve elimination of the center left turn lane and a 36 ft. section width.

Description of Proposed Roadway Work Widening and reconstruction of Royal Avenue from Louis to Candlelight as described.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Ft. Minimum 60 Ft. Maximum 70 Ft.

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? ----

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Bertelsen - Stop Sign
Beltline - Traffic Signal

2. Proposed Signalization:

Location No change in signalization

Type

Phases

Type of Suspension

Interconnected

Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? To be done by applicant- Not included in project.

4. Permanent Striping:

Include in project or by applicant? To be done by applicant - Not included in project.

IV. ILLUMINATION DATA

1. Present Illumination and Location: 14- 6m. incandescent at intersections only; 4-20 m. mercury vapor at Royal-Beltline intersection (county-owned)

2. Proposed Illumination:

Location Minimum ITE lighting standards for arterial streets.
Type

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Size
To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? No- City will perform in connection with utility district.

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 335,000.
Right-of-Way Costs (If participating	
Traffic Control	
Illumination	
Structures	
Railroad	
Other	
Preliminary Engineering	
	0
PROJECT TOTAL	$ 335,000.

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Eugene, Oregon

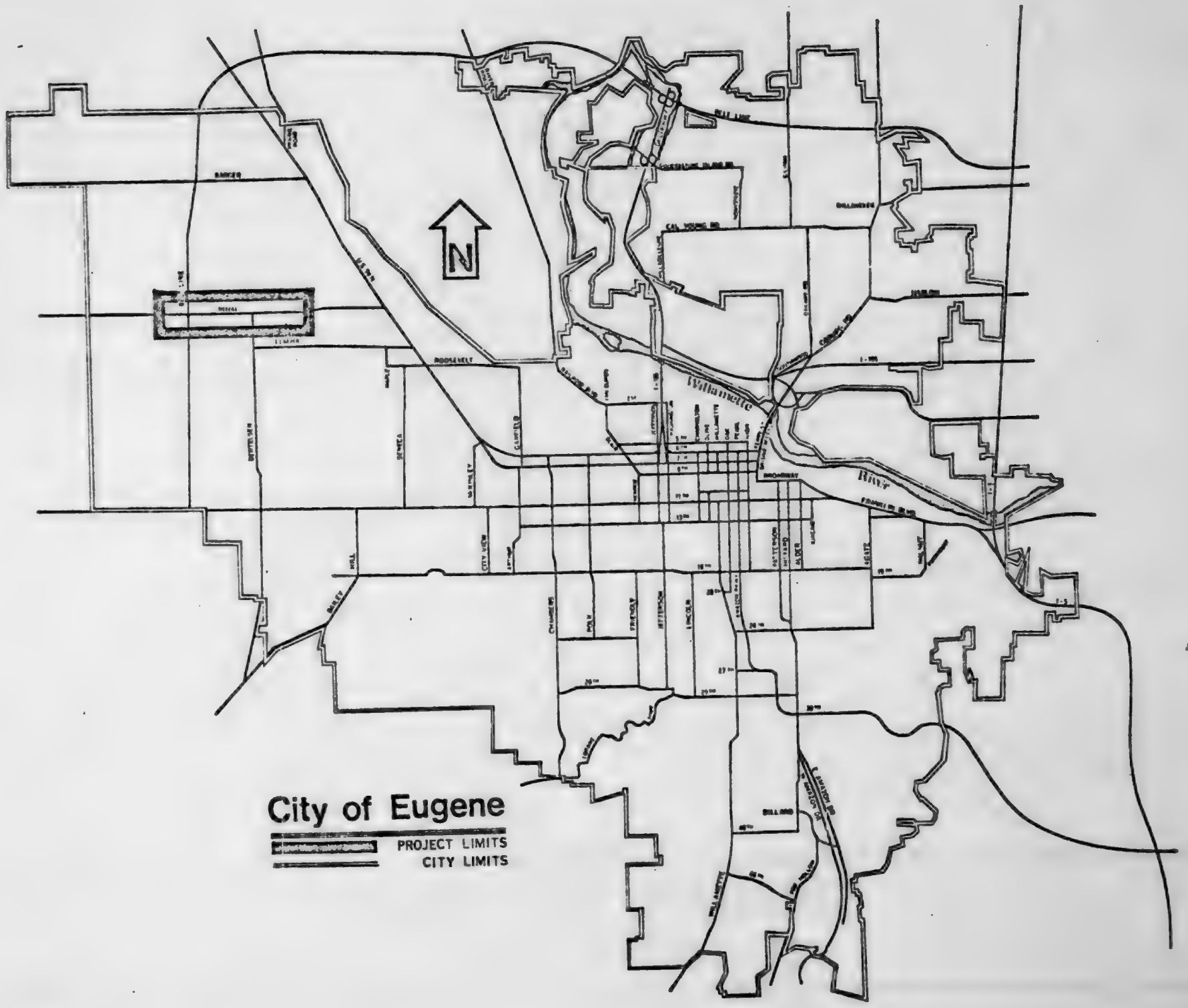
By Donald P. Allen, Director of Public Works

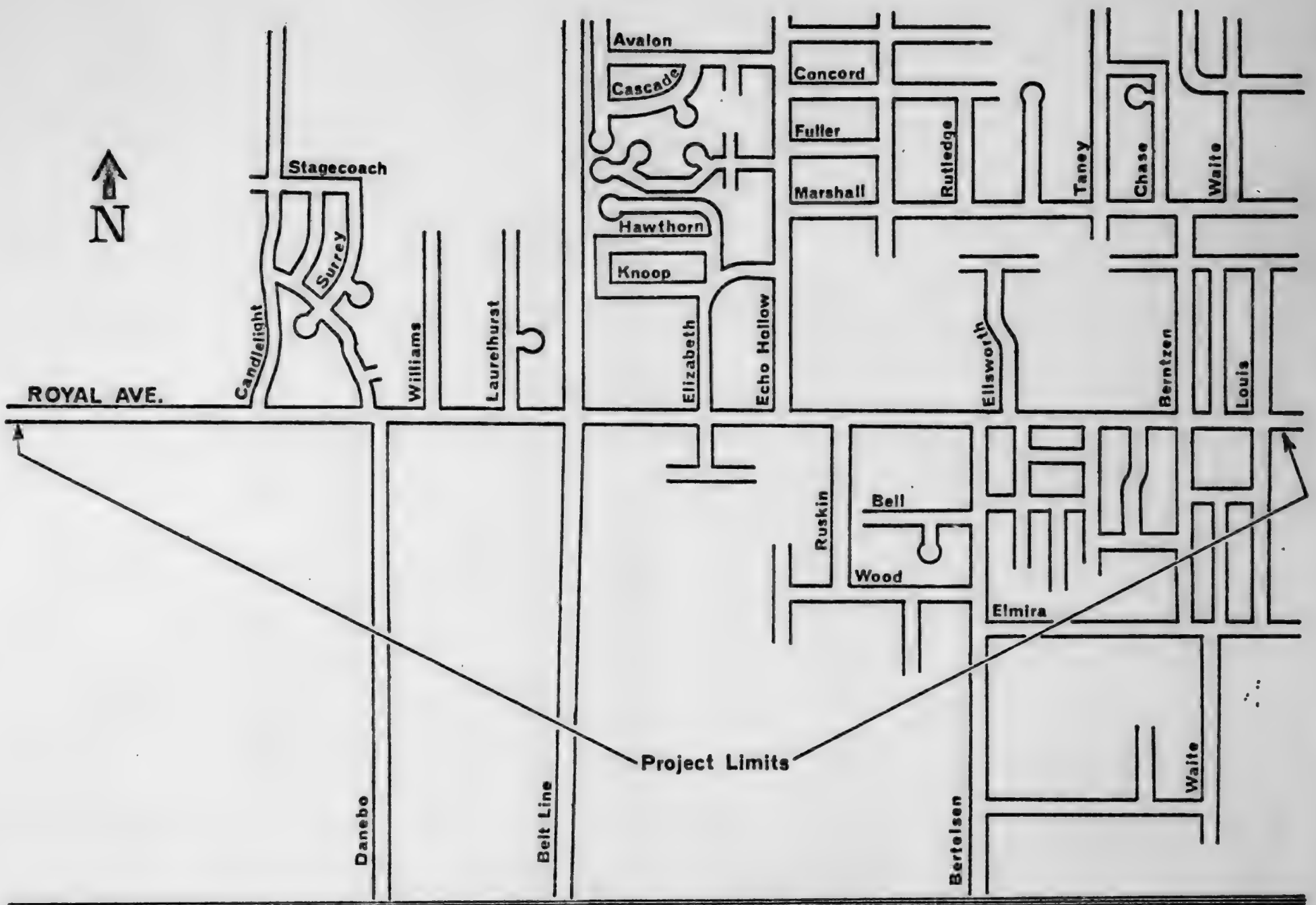
By Donald P. Allen

By County

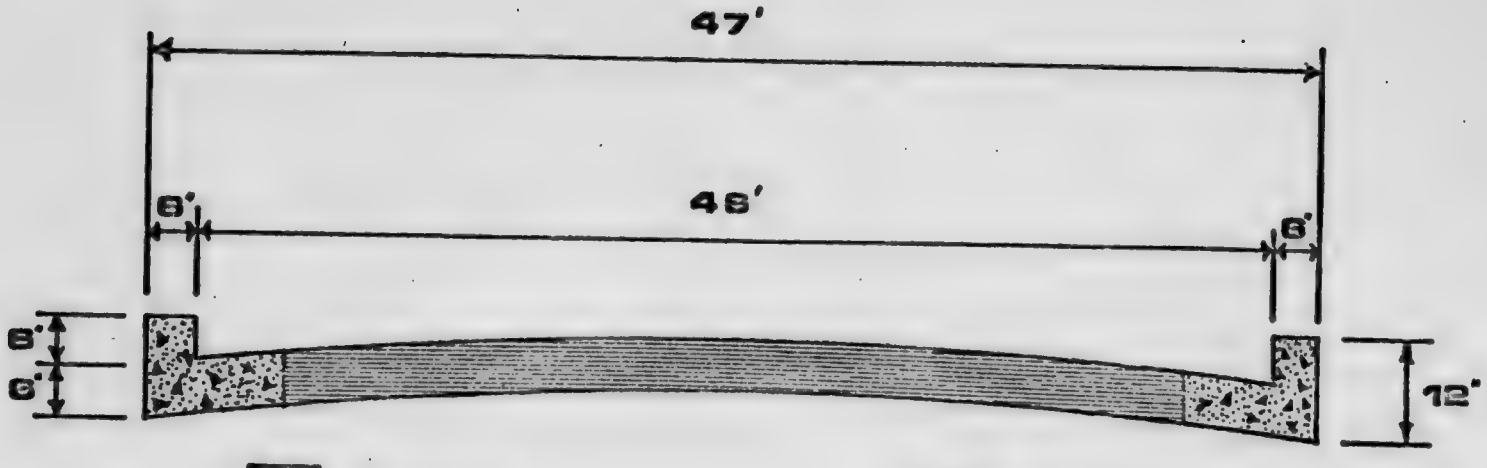
By

By


N
City of Eugene
PROJECT LIMITS
CITY LIMITS



Royal Ave. Widening
Project Area



Proposed
Typical Section

8303 SE 92nd Ave.-NW Ava Ave.Sec. 1975
of Mt. Hood Hwy.
(Grading, paving & signals)

BOND AVE-AVA AVE-POWELL BLVD) CONT NO FA PROJ NOS M 640002 100

	026	1964	901	00 P 1	545 71		2 316 38		20 340 10

Aug. J.C.S.

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GF	CURRENT MONTH		YEAR TO DATE		GRAND TOTAL TO DATE
	026	1924	905	00 P 1	2,569.06		4,843.94		5,076.57
	026	1924	910	00 P 1	104 13		316.18		542 45
	026	1924	911	00 P 1	709.99		2,467.09		3,360 20
	026	1924	914	00 P 1	279 19		689.17		1,206.66
	026	1924	921	00 P 1	592.60		592.60		592.60
	026	1924	950	00 P 1					26 23
			TOT	P1	4,800.68		11,225.86		31,795.41
			** JOB TOTALS **		4,800 68	**	11,225.86	**	31,795.41

AWTHORNE BRIDGE IMP CONT NO FA PROJ NOS M 970001 100

	026	1933	905	00 P 1	139 24		139 24		139 24
	026	1933	920	00 P 1	22.16		22 16		22 16
	026	1933	923	00 P 1	66 00		66.00		66 00
			TOT	P1	227.40		227.40		227.40
			** JOB TOTALS **		227 40	**	227.40	**	227.40

CITY LIMITS-S CITY LIMITS CONT NO FA PROJ NOS U 193010 100

	026	1942	902	00 P 1	44 32		44 32		44 32
			TOT	P1	44.32		44 32		44.32
			** JOB TOTALS **		44 32	**	44 32	**	44 32

PORTLAND BELT PLAN CONT NO * FA PROJ NOS I 458001 100 I 056018

	026	1964	296	00 0					4,101.05CR
	026	1964	295	00 0					4,101.05
	026	1964	901	00 0					4,498 11
	026	1964	910	00 0					1.94
			TOT	00					4,500 05
			** JOB TOTALS **			**		**	4,500.05

PORTLAND UPBAN INT AERIAL SUP CONT NO * FA PROJ NOS I 458001 100 I 056018

	026	1966	296	00 0					38,323.56CR
	026	1966	295	00 0					38,323.56

PONELL BLVD

TOTAL CONSTRUCTION (Est.)	$ 757,408	$ 590,978
Preliminary Engineering	34,571	26,965
	$ 791,979	$ 617,943
		or $ 620,000

	026	1918	911	00 P 1		5.69
	026	1918	914	00 P 1		
	026	1918	920	00 P 1		
	026	1918	921	00 P 1		
			TOT	P1		
			** JOB TOTALS **		**	5.68 5.69 **

10-78

E COST SUMMARY

DECEMBER 1978 PAGE

JOB OF DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TO
AVE	CONT NO	* FA PROJ NOS M	640002 100			
	026 1924	296	00 N 9		212.41CR	29
	026 1924	298	00 N 9		212.41	29
	026 1924	901	00 P 1			21
	026 1924	905	00 P 1			5
	026 1924	905	00 N 1			
	026 1924	910	00 P 1			
	026 1924	911	00 P 1			
	026 1924	913	00 P 1			4
	026 1924	914	00 P 1			
	026 1924	920	00 P 1			1,8
	026 1924	921	00 P 1			
	026 1924	950	00 P 1			9
		TOT	P1			
		TOT	N1			34,8
		** JOB TOTALS **		**	**	34,8
SEC	CONT NO	FA PROJ NOS M	366001 100			
	026 1933	296	00 N 9			
	026 1933	297	00 N 9			20,96
	026 1933	298	00 N 9			1,31
	026 1933	901	00 P 1			19,65
	026 1933	904	00 P 1			2,63
	026 1933	905	00 P 1			8,84
	026 1933	905	00 N 1			26
	026 1933	906	00 P 1			
	026 1933	907	00 P 1			3,42
	026 1933	915	00 P 1			9
	026 1933	920	00 P 1			16
	026 1933	921	00 P 1			14
	026 1933	923	00 P 1			2,27
		TOT	P1		10.33	9
		TOT	N1		10.33	22,93
		** JOB TOTALS **		**	10.33 **	22,93
S CITY LIMITS	CONT NO	* FA PROJ NOS U	199010 100			
	026 1942	296	00 N 9			0
	026 1942	298	00 N 9			16,831
	026 1942	901	00 P 1			16,831

910	00 P 1				
911	00 P 1			5.69	
914	00 P 1				128.32
920	00 P 1				43.64
921	00 P 1				52.26
TOT	F1				68.75
** JOB TOTALS **			**	5.68	55.69
				5.69 **	3,780.83
					3,780.83 **

12-78

FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
PROJ NOS M	640002 100				
296	00 N 9			00	STATE
298	00 N 9		212.41CR	29,898.41CR	
901	00 P 1		212.41	29,898.41	
905	00 P 1			21,756.14	
905	00 N 1			5,332.00	
910	00 P 1			11.68	
911	00 P 1			583.44	
913	00 P 1			4,229.52	
914	00 P 1			48.87	
920	00 P 1			1,841.32	
921	00 P 1			50.00	
950	00 P 1			928.46	
TOT	P1			76.83	
TOT	N1			34,846.63	
** JOB TOTALS **			**	11.68	
			**	34,858.31	**
OJ NOS M	366001 100				
36	00 N 9			00	STATE
37	00 N 9			20,963.00CR	
98	00 N 9			1,310.00	
01	00 P 1			19,653.00	
04	00 P 1			2,632.60	
05	00 P 1			8,840.15	
05	00 N 1			260.12	
06	00 P 1			6.20	
7	00 P 1			3,420.14	
5	00 P 1			99.24	
0	00 P 1			167.95	
1	00 P 1			144.49	
3	00 P 1			2,272.80	
T	P1		10.33	94.16	
T	N1		10.33	22,931.65	
JOB TOTALS **			**	6.20	
			10.33 **	22,937.86	**
NOS U	199010 100				
	00 N 9			00	STATE
	00 N 9			16,831.09CR	
	00 P 1			16,831.09	
				13.25	

DEPARTMENT	PREFIX	FUNCTION	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOT TO DATE
026	1054	985	00 P 1			1,260.
		TOT	P1			2,036,449.
		TOT	N1		7.50	42,661.
		** JOB TOTALS **		**	7.50 **	2,079,111.
MEGG MH:	CONT NO	* FA PROJ NOS MHS 043006 100				00
	026 1054	279	01 P 1			63,017.
	026 1054	279	01 N 1			385.
	026 1054	296	00 N 9			56,783.
	026 1054	298	00 N 9			56,783.
	026 1054	900	00 P 1			75.
	026 1054	900	00 N 1			182.
		TOT	P1			63,092.
		TOT	N1			568.
		** JOB TOTALS **		**	**	63,661.
MOOD MH:	CONT NO 8303	* FA PROJ NOS M 640002 100 M 640002				00
	026 1056	201	00 P 1			661,200.
	026 1056	201	00 N 1			2,907.
	026 1056	206	00 N 1			4.
	026 1056	220	05 P 1			689.
	026 1056	220	06 P 1			2,360.
	026 1056	220	08 P 1			6,286.
	026 1056	276	06 P 1			65.
	026 1056	278	02 P 1			5,420.
	026 1056	278	06 P 1			635.
	026 1056	285	03 P 1			1,338.
	026 1056	290	07 P 1			112.
	026 1056	296	00 N 9		17.18	692,848.
	026 1056	298	00 N 9	639,896.67	17.18CP	692,848.
	026 1056	900	00 P 1		6,415.35	66,950.
	026 1056	900	00 P 2		6,415.35CR	
	026 1056	900	00 N 1		34.74	417.
	026 1056	900	01 P 1		750.00	944.
	026 1056	900	01 N 1		750.00CR	
	026 1056	900	05 P 1			91.
	026 1056	915	00 P 1			135.
	026 1056	950	00 P 1			100.
	026 1056	985	00 P 1			191.
		TOT	P1		7,165.35	745,800.
		TOT	P2		6,415.35CR	
		TOT	N1		715.26CP	3,325.
		** JOB TOTALS **		**	34.74 **	749,125.
MT MOOD	CONT NO 8313	* FA PROJ NOS M 640001 100				00
	026 1057	201	00 P 1			18,252.

FUNCTION	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE PE BEG	ACTIVE PE END
985	00 P 1			1,268.28	75	77
TOT	P1			2,036,449.71		
TOT	N1		7.50	42,661.39		
** JOB TOTALS **		**	7.50 **	2,078,111.10 **		
FA PROJ NOS MHS 043006 100				00	STATE	
279	01 P 1			63,017.58	75	77
279	01 N 1			385.61	75	76
296	00 N 9			56,783.47CR	75	77
298	00 N 9			56,783.47	75	77
900	00 P 1			75.16	76	76
900	00 N 1			182.21	77	77
TOT	P1			63,092.74		
TOT	N1			568.32		
** JOB TOTALS **		**	**	63,661.06 **		
FA PROJ NOS M	640002 100 M	640002		00	STATE	
201	00 P 1			661,200.22	76	77
201	00 N 1			2,907.36	76	77
206	00 N 1			.42	77	77
220	05 P 1			689.41	76	77
220	06 P 1			2,360.91	76	77
220	08 P 1			6,786.14	77	77
276	06 P 1			65.99	76	77
278	02 P 1			5,420.52	76	77
278	06 P 1			635.66	77	77
285	03 P 1			1,338.91	77	77
290	07 P 1			112.36CR	77	77
296	00 N 9		17.18	692,845.49CR	75	78
298	00 N 9	639,896.67	17.18CR	692,848.49	75	78
900	00 P 1		6,415.35	66,950.83	75	78
900	00 P 2		6,415.35CR		77	78
900	00 N 1		34.74	417.62	75	78
900	01 P 1		750.00	944.90	76	78
900	01 N 1		750.00CR		76	78
900	05 P 1			91.41	77	77
915	00 P 1			135.25	77	77
950	00 P 1			100.76	76	77
985	00 P 1			191.77	75	77
TOT	P1		7,165.35	745,800.32		
TOT	P2		6,415.35CR			
TOT	N1		715.26CR	3,325.45		
** JOB TOTALS **		**	34.74 **	749,125.77 **		
FA PROJ NOS M	640001 100			00	STATE	
201	00 P 1			18,252.80	76	77

#8203

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 10, 1978

FILE:

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Powell Boulevard Bikeway

TO: F I L E

NOTED
E. S. HUNTER

On Friday, October 6, Region Engineer Ed Hardt, District Engineer Harry Woodward, and I looked at the Powell Boulevard Bikeway from 136th Avenue to Gresham with the thought of removing the curb immediately and restriping at a later date.

If the curb were to be removed, the pavement width outside the fog line on the south side of Powell Boulevard would be between 13 and 14 feet. The reaction of automobile drivers to shoulders of this width has been observed in other areas--they drive it as a traffic lane.

I therefore recommend that we leave the curb in place until we are prepared to completely restripe the project.

DES:jp

cc H.S. Coulter
E.S. Hunter
Ed Hardt
Harry Woodward

RECEIVED
TECHNICAL SERVICES
OCT 11 '78
REFER TO
FOR
Info | Invest | R/D | U/R | Ign | Act | File

#9213

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: E. L. Hardt
Region Engineer

DATE: September 6, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Powell Boulevard Bikepath
Multnomah County

It doesn't seem appropriate to invest $100,000 in changing the bikeway on Powell Boulevard from a Class II to Class III at this time. At the same time, there would be some advantage to the public in eventually making the change. Since the major item of cost is in removal of the existing stripes, it is suggested that you reevaluate these estimated costs next spring when the markings are normally in the worst condition to see if any substantial saving can be realized by taking advantage of the paint removed by traffic during the next six-eight months.

Don Shaffer's suggestion that we create bus turnouts at those bus stops where this hasn't been done to avoid disrupting the flow of traffic seems proper.

If you agree, please fix the turnouts and review change in bikeway classes next spring.

HSC:ia

cc E. S. Hunter
F. E. Terpin
J. H. Versteeg

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

NOTED
H. S. COULTER

August 18, 1978

6543

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Powell Blvd Bikepath
Multnomah County

TO: H. S. Coulter
State Highway Engineer

I just talked to Ed Hardt about the subject project. We agree that shoulder bikeways (Class III) might be the best long-term solution. However, we feel that the decision to expend $100,000 or so to accomplish this should be made at the highest level.

If the decision is made to stay with the Class II bikeway, we feel that bus turnouts should be created at those bus stops where this has not already been accomplished and that Tri-Met should instruct their drivers not to load or unload except at these stops.

This would get rid of one of the loudest complaints and could be done at a modest cost.

DES:mc

cc E. S. Hunter
E. L. Hardt

Any cost in striping removed — Any alternates to sand blasting?

RECEIVED
STATE HWY ENGR
AUG 21 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

July 25, 1978

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Powell Blvd Bikepath
Multnomah County

TO: H. S. Coulter
State Highway Engineer

In your letter of August 22, 1977 to Glen Green, you indicated that you thought "The exchange appears to have been a good one". Also, you stated that "The objections and complaints from highway users have all but disappeared and we believe we have a workable project".

I see no reason to change our stand on this project and recommend that we leave the curb in place. If there are bus stops that have not been modified by installing the buttons and providing a bus hide-out, we should modify these as soon as possible. The curb should be replaced at 190th where the roadway was moved to eliminate a right of way encroachment.

If Region I does not think they can live with the Class II, then we should spend whatever is necessary to convert to Class III.

Under no circumstance should we remove the bikeway completely.

DES:mc

RECEIVED
STATE HWY ENGR
JUL 26 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
July 5, 1978

FILE:

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: POWELL BLVD. BIKEPATH

TO: H. S. COULTER
Highway Engineer

NOTED
H. S. COULTER

At the present time we have a Class II bikepath on Powell Blvd. from SE 136th Avenue to Ava Avenue, a distance of about four miles. The typical cross section consists of two 16' travel lanes and a 9' bikepath, including the extruded curb. I have attached a print of a construction drawing which shows the typical section.

Ever since we installed this separated bikepath we have had complaints from motorists who feel that the bikepath and curb infringe on the highway. They are particularly concerned about having to stop behind a bus.

Over a year ago we tried to do something about the bus problem by installing pullout areas, but that hasn't stopped the complaints. At the Six Year Program meeting in Gresham last fall a number of people complained about the path and Commissioner Brix, who was present, showed some interest in abandoning the path. Since then we have looked into alternate solutions to this problem and have the following to report:

Our first approach was to look into removing the curb and converting the bikepath to two Class III shoulder paths. I have attached a copy of a February 17, 1978 report from District Engineer Harry Woodward about this conversion. The principal disadvantage to this plan is the high cost.

Due to the high cost of converting the path, as mentioned above, we next looked into the idea of eliminating the bikepath entirely. Listed below are the bicycle counts taken last year at two locations.

	AVERAGE DAILY BICYCLE COUNT	
	at 150th St.	at 182nd St.
May 1977	9	11
June	16	23
July	7	23
August	5	14
September	3	16
October	5	1

RECEIVED
STATE HWY ENGR
JUL 7 '78
REFER TO
Don Strachan
FOR
Info. | Ltr. | Rpt. | Dft. | Sgn. | Att. | File
To Documents Assn

Based on this information, it is our recommendation that the extruded curb be removed from Powell Blvd. and, in effect, the bicycle path be removed. We would still have, in effect, a path on the south side of the road where the present two-way path is now. On the north side the shoulder would vary in width from three to five feet. In view of the high automobile usage on Powell, and the many complaints that we have had about the curb, and the minimal usage by bicyclists, this seems to be the proper thing to do.

In the event it's decided that the bicycle path should remain on Powell, then I solicit your advice on two points: (1) should we spend the approximately $100,000 to remove the curb and put in shoulder paths and (2) if we do so, is there any concern about the fact that we will be "straddling" one lane over the existing crown of the roadway (see the attached typical section). I spoke over the phone to Hal Versteeg about this question and off the top of his head he could see no problem with it. I have driven Powell Blvd. astraddle the crown and don't notice any affect in an automobile.

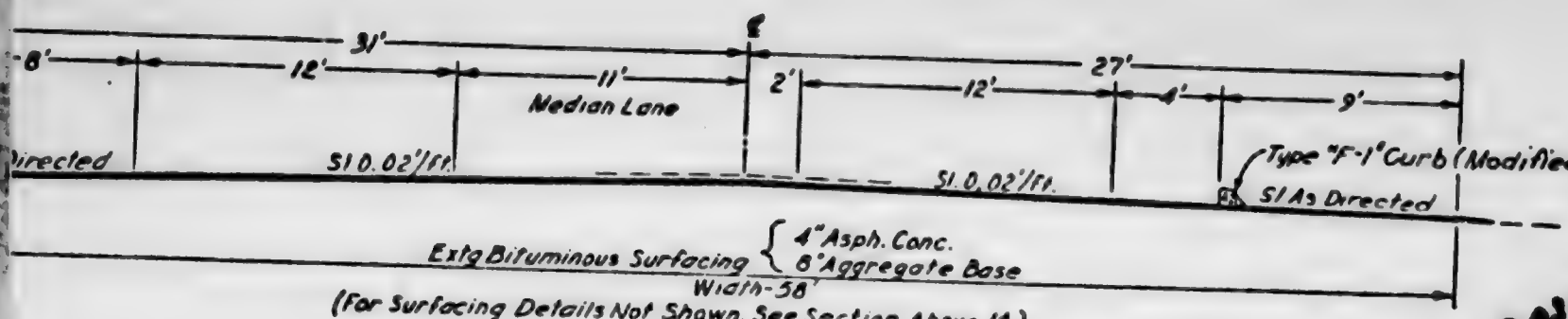
In summary, the bicycle curb on Powell has generated considerable complaints from the motorists. As I see it, we can do one of three things about it: (1) ignore the problem, (2) rip off the curb and remove the bicycle path designation, or (3) remove the curb and redo the striping to provide for two shoulder paths. What do you think we should do?

ELH/cr
Attachments
cc R. N. Bothman w/attachments
Frank Terpin "
Harry Woodward "

E C T I O N S

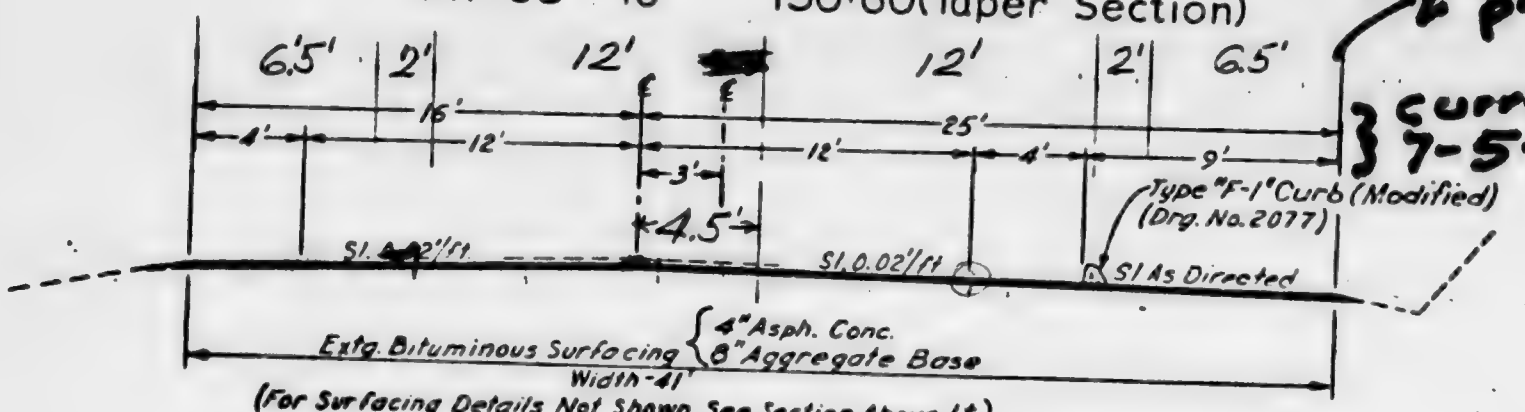
12V-167

S.E. 92ND AVE.- N.W. AVA AVE. SEC. MT. HOOD HIGHWAY (FAUS 0640) MULTNOMAH COUNTY				SHEET No. 2
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-0640(8)		



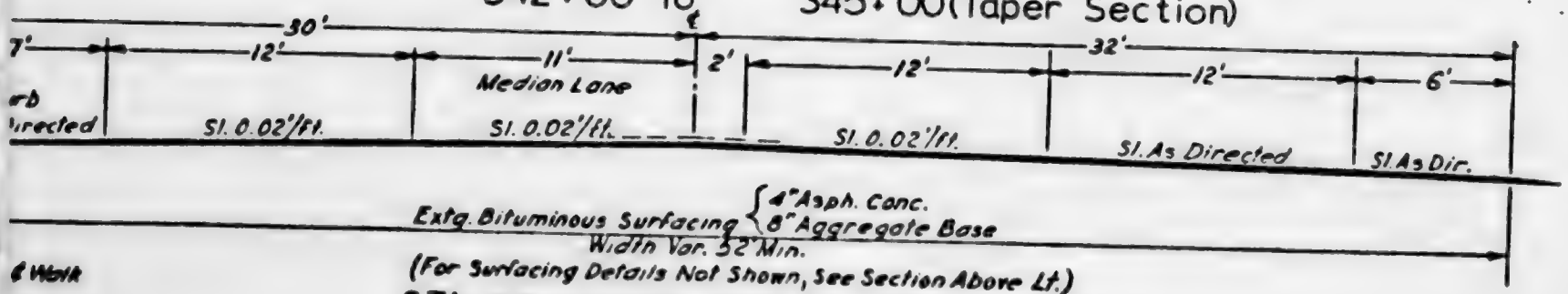
(For Surfacing Details Not Shown, See Section Above Lt.)

STA. 143+35 To STA. 147+35
147+35 To 150+60 (Taper Section)



(For Surfacing Details Not Shown, See Section Above Lt.)

STA. 150+60 To STA. 169+70
169+70 To 172+95 (Taper Section)
184+15 To 207+85
207+85 To 211+10 (Taper Section)
219+15 To 239+85
239+85 To 243+10 (Taper Section)
254+80 To 264+30
264+30 To 267+65 (Taper Section)
275+65 To 288+30
288+30 To 288+40 (No Work)
288+40 To 342+00
342+00 To 345+00 (Taper Section)



(For Surfacing Details Not Shown, See Section Above Lt.)

STA. 139+00 To STA. 142+75
142+75 To 143+35 (Taper Section)

proposed for III
2 class 1 parks.
} current 7-5-78

ENGR., CONST., STRUCT.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 4

Milwaukie, Oregon 97222
February 12, 1973

FROM: Harry E. Woodward
District Engineer

SUBJECT: Powell Boulevard Bike Path
Change to Class III Bike Path
Mt. Hood Highway

TO: Edward L. Hardt
Region Engineer
Region I

As per your request I am submitting my thoughts and ideas on the possibility of changing Powell Boulevard back to a Class III Bikeway between 136th and Ava Avenue.

The enclosed modified cross-sectional drawings will give you the dimensions of the proposed change. The cost to change back to a Class III Path are as follows:

Curb Removal	$12,000	
Button Removal and Sign Change	1,000	
Striping Removal (By Sand Blast)	63,000	
SUB-TOTAL		$76,000
Button Replacement	$13,000	
Restriping	7,000	
SUB-TOTAL		20,000
TOTAL COST TO GO BACK TO CLASS III PATH		$96,000

The following is a list of advantages and disadvantages which Ron Failmezger feels would occur when we convert back to the Class III Bike Path:

Advantages	Disadvantages
The curb would be removed from where vehicles may hit it.	Pedestrians and bicyclists are not protected from the through traffic lanes with a positive separation.
Tri-Met buses would be able to use the Highway shoulder area for bus stops. This allows through traffic to bypass buses.	At the left-turn channelized intersections, the through lanes would be narrower than the standard 12-foot instead of 14- to 16-foot.
Through traffic is also able to bypass left-turn vehicles. This may not be a safe practice.	The Highway crown would be located 4.5 feet off ℄ stripe for the normal section.
Pedestrians would not need to cross the Highway to use the Bike Path	Cost of change.

RECEIVED
REGION I

Advantages	Disadvantages
Bicyclists would tend to use the one-way Bike Path as two-way. This would eliminate a need to cross the Highway.	
Easier to maintain the sweeping and brush cutting.	
Without the curb home owners would be able to parallel park along Powell Boulevard.	

I think at this time we should also give some consideration to completely eliminate the Bike Path. This could be done for about $14,000 and would involve the removal of the Bike Path curb and signs. We could then adjust the striping to better fit the roadway when we overlay this section.

I have also included some Bike Path traffic counts on Powell and the Farmington to give some comparison between the two areas. The pedestrian use of the Bike Path does not appear to be of any great magnitude. They would, however, still be able to use the road shoulders with regard to any of the changes discussed.

HEW:cc
Attachments

STATE OF OREG 1
DEPARTMENT OF TRANSPOPTATION

INTERC CE MEMO
Metropolitan Branch

TO: E. L. HARDT
Region 1 Engineer

DATE: November 9, 1977

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Powell Boulevard bikepath

The idea you proposed at the staff meeting on Tuesday, November 8, to conduct a public hearing to review the status of the bicycle path on Powell Boulevard has a great deal of merit.

It seems unfortunate we did not resolve this prior to expenditure of money for the considerable curbing done a year ago.

I question whether the existing bikepath is serving a sufficient function; is meeting some objective (of which I am not too certain at this point); or whether, in fact, we should abandon it, remove the curb, and satisfy the many requests for use of the shoulder area.

Perhaps some idea of the number of users could be made, together with your district engineer's and traffic engineer's evaluation of Powell and the bicycle path, and a proposal made through Scott Coulter, to hold a hearing with the outcome to be a determination of whether the bikepath should be maintained. A policy from Coulter is appropriate, due to a precedent being set on such a procedure for the entire bikepath program which is dictated by the legislature.

Commissioner Brix was interested in a determination as to whether we cou.d remove the bikepath. I said we could. I think he might pursue the point.

ebg

cc: [redacted]
H. S. Coulter

RECEIVED
DOT OPERATIONS
NOV 10 '77
REFER TO
FOR
Info

DATE: August 22, 1977

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Oregon M-0640(2)
92nd Ave.-Ava Ave. Section, Mt. Hood Highway
Contract No. 8303
Reference HA-6-OR

In response to your July 13 letter concerning final acceptance of this project, I am forwarding a copy of a report from Harry Woodward, District Engineer for that area.

The transportation trade-off resulting from this project was to replace two bike paths--one on each shoulder--with one bike path separated from the traffic lanes by a curb and to thereby gain sufficient room within the right-of-way to permit intersection channelization. The exchange appears to have been a good one. Traffic capacity on Powell Boulevard has been improved and there has been no identifiable accidents between bicycles and vehicles using the access points through the curb.

Some modifications by our State Maintenance Forces were required to improve some turning radii, and five turnout locations have been constructed for Tri-Met busses.

Two complaints from adjacent property owners have been received. These were (1) loss of parking in front of home, and (2) now have to walk to mail box. No other comments have been received from adjacent owners.

The objections and complaints from highway users have all but disappeared and we believe we have a workable project.

Your final acceptance of this project [M-0640(2)] is requested.

Att.

CTK:OBJ/fr ia

bc C. T. Keasey
E. L. Hardt
R. D. Church
Richard Hacek
Don Shaffer

Form 81.714 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97208

GE RME RCE
TE RECEIVED RSM
AUG 3 1977 RSC
REGION 1 RBI

FILE: MAI 4

August 3, 1977

FROM: Harry E. Woodward
District Engineer

TO: Edward L. Hardt
Regional Engineer
Portland, Oregon 97202

SUBJECT: Class II Bikeway
92nd Ave. - Ava Ave. Section
Mt. Hood Highway
District Engineer's Final Report

The 92nd Avenue - Ava Avenue contract on Powell Boulevard, completed in the Fall of 1975, consisted on an A. C. overlay and a Class II Bikeway; along with some signalization and channelization improvements. During the design period there were some reservations as to the effectiveness of the curbed Bikeway; however, during this time the Farmington Highway was successfully in operation with a curbed bikeway which was similar to the proposed design of Powell Boulevard.

The old roadway section of Powell Boulevard consisted of two twelve-foot traffic lanes with a five- to eight-foot bike path and shoulder areas adjacent to the traffic lanes. With this configuration traffic was using the shoulder and Bikeway as a passing lane when there was stoppage of Highway traffic. There was also a tendency for some of the people to speed and to use the shoulder areas and Bikeway as recovery areas.

The Class II Bikeway, now constructed solely on the south side of Powell, is separated from Highway traffic by a concrete curbing. Curb cuts provide access points for the various property owners to the south of Powell; and at this point in time, I have been unable to identify any accidents between bicycles and cars using these access points.

There were many complaints from people who objected to the curbed Bikeway which kept them from using the shoulder and Bikeway as a passing lane or a recovery area on curves. This problem will be relieved considerably with the recent completion of five locations where Tri-Met buses can pull off for passenger stops and, thus, relieve traffic buildup behind buses. We do not have this problem on the uncurbed westbound lane where the shoulder is wide enough for the buses to pull off the roadway.

The Maintenance forces have made some curb modifications at street intersections to provide a better turning radius for cars entering Powell. Additional arrows have been installed at two sharp-curve locations to help delineate the curve. A portion of the Bikeway was removed at 190th and Powell to provide room to shift the traffic centerline southerly and, thus, reduce the frequency of westbound traffic infringing upon the northern property owner at 190th.

I have conversed with the City of Gresham, Centennial High School, Tri-Met and Multnomah County in an attempt to get their imput into the above remarks. We now seem to be into the period of transition in which I believe we are

getting most of the problems worked out, and complaints are at a new low. I believe we have had to overcome a lot of resistance to the Class II Bikeway because of the many growing pains on the first bike path in the State.

Accidents are still happening on Powell Boulevard, but the greater share are due to excessive speed and failure to maintain vehicle control. Therefore, the driver would have been in trouble regardless of whether or not the Bikeway was curbed.

In summation I recommend that the curbed Bikeway be retained and also submit that we now have the best combination for the separation and movements of pedestrians, cyclists and automobiles within the confines of the available right of way.

HEW:cc

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8303

Salem, Oregon

July 19, 1977

FROM: C. T. Keasey
Construction Engineer

SUBJECT: 92nd Ave.-Ava Ave. Section
Mt. Hood Highway
Contract No. 8303 M-0640(2)

TO: Ed Hardt
Regional Engineer

At the time the PS&E documents for the subject project were approved by the FHWA (August, 1975), some concern was expressed as to the "lower level of safety for the motoring public" and the creation of "a false sense of security for pedestrians and cyclists" through tne utilization of a class II bikeway with a 5-inch curb barrier.

Please review the monitoring of the safety aspects of this design and report as requested in G. L. Green's letter of July 13, 1977, together with a rough draft reply.

CTK:fr

Att.

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
JUL 20 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 13, 1977

In reply refer to: HA-6-OR

SUBJECT: Oregon M-0640(2)
92nd Ave.-Ava Ave. Sec.
Mt. Hood Highway

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Keasey's July 6, 1977, memorandum requests final acceptance of this project (Contract 8303). This acceptance will be detained pending receipt of the safety monitoring documentation requested in my August 29, 1975, memorandum to Mr. Klaboe. Please include any comments from adjacent property owners or the general public that you may have received during the one year period. I would also be interested in your analysis of the transportation tradeoffs made from a safety and operations standpoint.

for G. L. Green

cc:
N. Baker
D. Shaffer

RECEIVED
STATE HWY ENGR
JUL 15 '77
REFER TO
Keasey
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy Hardt

8303

STATE COPY 8

Form Approved; O M B No. 04-R2079

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 7-139		County MULTNOMAH
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number M-0640(2)
MODIFICATION NUMBER 3	7-21-77	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11, , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 755,099	$ 796,122
Federal funds	$ 590,410	$ 683,071
Other revisions		

This modification is made for the following reasons:
Include additional approved State force order work, increase in construction engineering cost and increase federal aid pro-rata to 85.8%, which results in a present reduction of additional funding under PL-94-30 to a net of $85,780.00

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of July , 19 77 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E W Hunter

Technical Services Engineer
(Title)

By H J Oswalt

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

86717

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, July 19, 1977

FEDERAL AID PROJECT
No. M-0640(2)

S.E. 92nd Avenue-N.W. Ava Avenue Section
Mt. Hood Highway in Multnomah County

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$ 34,600.00
Type Code 6201		
Roadway (Sta. 26+40 to Sta. 387+10)		
Subtotal on previous estimate of May 7, 1976		$625,015.47
Additional approved Item		
SFO 8 Grind, Strip, Place Buttoms & Construct Bus Turnouts	All Required	8,500.00
	Subtotal	$633,515.47
	Engineering	95,024.53
	TOTAL	$728,540.00

Type Code Y031
Traffic Signal (112th Avenue, 122nd Avenue, 136th Avenue, 148th Avenue & 174th Avenue)

Total Same as Previous Estimate of May 7, 1976 $ 32,982.00

Length of Roadway . . . . . 6.831 miles
Cost of Roadway per mile $106,652.02

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 34,600.00	$ 29,686.00	$ 4,914.00
Roadway	728,540.00	625,087.00	103,453.00
Traffic Signals	32,982.00	28,298.00	4,684.00
TOTAL	$796,122.00	$638,071.00	$113,051.00

Group 1 - 100%
Contract No. 8303
Prefix 26-1056
26-1924 P.E.
Pro-Rata 85.8%

8303

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-99		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 2	5.127	Project Number I-0640(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$755,099	$755,099
Federal funds	$590,410	$755,099
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed November 11, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $164,689."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W W Cusick
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8303.

State Copy

13

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-68		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	5-12-76	Project Number M-0640(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 11, 19 75

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 748,855	$ 755,099
Federal funds	$ 585,529	$ 590,410
Other revisions		

This modification is made for the following reasons:

To include approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C S Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W W Gilstrap
(Division Administrator)

For: G. L. Green

GPO 895-313

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, May 7, 1976

Federal Aid Project
No M-0640(2)

S.E. 92ND AVENUE - N.W. AVA AVENUE SECTION
MT. HOOD HIGHWAY
MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 34,600.00

Type Code 6201
Roadway (Sta. 26+40 to Sta. 387+10)

Subtotal on previous estimate of October 31, 1975		$623,521.00
Adjust the City of Portland, Bureau of Water Works Facilities (SFO#3)	All Required	1,494.47
	Subtotal	$625,015.47
	Engineering	62,501.53
	Total	$687,517.00

Type Code Y031
Traffic Signal (At 122th Ave., 122nd Ave.,136th Ave., 148th Ave. and 174th Ave.)

Total same as previous estimate of October 31, 1975	$ 32,982.00

Length of Roadway - - - 6.831 miles
Cost of Roadway Per Mile - - - $100,646.61

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 34,600.00	$ 27,053.00	$ 7,547.00
Roadway	687,517.00	537,569.00	149,948.00
Traffic Signals	32,982.00	25,788.00	7,194.00
Total	$755,099.00	$590,410.00	$164,689.00

Group 1 - 100%

Contract No. 8303

Prefix: 26-1056
26-1924 P.E.

1303

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-88	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-11-75	STATE: Oregon COUNTY: Multnomah PROJECT NO.: M-0640(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.E. 92nd. Ave.-N.W. Ava Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-28-75	6.83
RIGHTS-OF-WAY		
CONSTRUCTION	9-3-75	6.83
OTHER *(Specify)*		

FUNDS Pro rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 748,855.00	$ 585,529.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for R.O Wright
G. L. Green *(Division Engineer)*

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

$615,721.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

$615,721.00

Oregon State Highway Division
Salem, Oregon, October 31, 1975

Federal Aid Project
No. M-0640(2)

S.E. 92nd Ave.-N.W. Ava Ave. Section
Mt. Hood Highway
Multnomah County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 30,000.00

Type Code 6201
Roadway (Sta. 26+40 to Sta. 387+10)

Mobilization	All Required		25,000.00
Temporary Protection and Direction of Traffic	All Required		7,188.00
Temporary Signs	420 sq.ft.	9.40	3,948.00
Flagmen	1,400 hour	14.50	20,300.00
Clearing and Grubbing	All Required		2,050.00
Removal of Structures and Obstructions	All Required		1,100.00
General Excavation	1,800 cu.yd.	7.50	13,500.00
Trench Excavation	250 cu.yd.	7.50	1,875.00
Watering	10 M-gal	10.00	100.00
Aggregate Shoulders	650 ton	9.22	5,993.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	12,100 ton	10.33	124,993.00
Class "C" Modified Asphalt Concrete Mixture	16,300 ton	9.32	151,916.00
Asphalt Cement in Mixture	1,930 ton	72.00	138,960.00
Portland Cement Additive in Class "C" Mod. Mixture	163 ton	50.00	8,150.00
Asphalt in Tack Coat	42 ton	150.00	6,300.00
12-inch Sewer Pipe	500 lin.ft.	11.30	5,650.00
Extra for Pipe Under Pavement	42 lin.ft.	5.00	210.00
Concrete Sumps	21 only	2,050.00	43,050.00
Concrete Inlets, Type G-2	18 only	250.00	4,500.00
Concrete Curbs	100 cu.yd.	125.00	12,500.00
Extra for Asphalt Approaches	400 only	80.00	32,000.00
Reconstructing Concrete Manholes	1 only	700.00	700.00
Adjusting Inlets	25 only	60.00	1,500.00
Adjusting Boxes	2 only	60.00	120.00
Mono-Directional Crystal Type-1 Markers	90 only	2.20	198.00
Bi-Directional Crystal Type-1 Markers	400 only	2.45	980.00
Bi-Directional Yellow Type-1 Markers	1,200 only	2.45	2,940.00
			$615,721.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 7,000.00
On the Job Trainees (1 only)	All Required	800.00
	Subtotal	$ 7,800.00
	Engineering	$623,521.00
		62,352.00
	Total	$685,873.00

Type Code Y031
Traffic Signal (At 112th Ave., 122nd Ave., 136th Ave., 148th Ave., and 174th Ave.)

Traffic Signal Installation, Complete	All Required	$ 29,984.00
	Subtotal	$ 29,984.00
	Engineering	2,248.00
	Engineering (Signal Controlier Testing)	750.00
	Total	$ 32,982.00

Length of Roadway - - - 6.831 miles
Cost of Roadway Per Mile $100,405.94

Work Retained in Program Status
(Not included in summary below.)

Permanent Signing (S.F.)	All Required	$ 5,000.00
Reflectorized Traffic Markers (S.F.)	All Required	1,000.00
Bikeway Signs (S.F.)	All Required	2,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 30,000.00	$ 23,457.00	$ 6,543.00
Roadway	685,873.00	536,284.00	149,589.00
Traffic Signals	32,982.00	25,788.00	7,194.00
Total	$748,855.00	$585,529.00	$163,326.00

Group 1-100%
Contract No. 8303
Prefix No. 26-1026
5
26-1924 PE

S.E. 92nd. Ave.-N.W. Ava Ave. Section
Non-Participating - State Work

Furnish Mail Box Posts (S.F.)	All Required		$ 770.00
Setting Mailbox Posts (Bid Item)	43 only	65.00	2,795.00

#8303

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 19, 1977

FILE: CON 5 #8303

FROM: C. T. Keasey
Construction Engineer

TO: Ed Hardt
Regional Engineer

SUBJECT: 92nd Ave.-Ava Ave. Section
Mt. Hood Highway
Contract No. 8303 M-0640(2)

At the time the PS&E documents for the subject project were approved by the FHWA (August, 1975), some concern was expressed as to the "lower level of safety for the motoring public" and the creation of "a false sense of security for pedestrians and cyclists" through the utilization of a class II bikeway with a 5-inch curb barrier.

Please review the monitoring of the safety aspects of this design and report as requested in G. L. Green's letter of July 13, 1977, together with a rough draft reply.

CTK:fr

Att.

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
JUL 20 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

NOTED
H.S. COULTER

5302

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

May 16, 1977

REPRESENTATIVE RICK GUSTAFSON
Room H 284
State Capital Building
Salem, OR 97310

Subject: Powell Boulevard bikepath conflicts

A couple of events have occurred regarding the bikepath on Powell Boulevard between Portland and Gresham.

The Department of Transportation has initiated a work order to construct bus turnouts on Powell. This will require a minimal amount of widening to move the bikepath from the roadway to make room for the bus turnouts. The work is planned for this summer, as crews can be scheduled.

A substantial controversy has developed at Powell and 190th. This has affected the bikepath; specifically, private property comprised of a service station and grocery store on the northside of Powell. Immediate action has been taken by removing the bikepath at this location and relocating the highway back to the state right-of-way line. Over the years the motorists had continually cut the corner, and the state had continually widened to accommodate them. We had actually relocated the roadway off the state's right-of-way. That has now been corrected, and Powell is in its proper right-of-way, although it required removing the curbing for the bikepath through that area. Shoulders will be provided for the bikepath.

An active effort is underway to improve the curve at 190th, accommodate the bikepath, accommodate left-turn channelization, and improve a potentially hazardous location. We are working to relocate the roadway to the north, flatten out the curve, and provide left-turn channelization for 190th Avenue. The problem now is to find $400,000.

Our Right-of-Way Section has corresponded with Carl Allison relative to his rental property. I have also asked our Property Manager, Gary Knowlton, to personally contact Carl in order to keep him abreast of developments in the corridor regarding the sale of state properties.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

bcc: F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
MAY 17 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form A-[illegible] 5M —

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name 92nd Street-Ava Ave (Gresham) Order No. 8

Highway Mt. Hood #26 Date May 1, 1977

County Multnomah Contract No. 8303 F. A. Project No. M-0640(

Prefix 26-1036 Account No. 270-03

Description of Work To Be Done:

All necessary grinding, striping and button placement to re-aline Powell Blvd at 190th Street.

Construct bus turn outs EB on Powell to facilitate unloading of passengers and improve traffic flow.

Location by Station Numbers:

FHWA-ORE DIV APPROVED EFFEC. 5-16-77

Estimate of Quantities and Costs:

Grinding, striping and button placement	$ 1200.00
Construct 5 bus turnouts @ 1500.00	7500.00
Engineering charges	1500.00
	$10200.00

Explanation: Realinement necessary to remove highway from encroachment on private property. Bus turn outs requested by Tri-Met and concurred with by District Engineer. These turn outs are to facilitate the unloading of passengers and improve the East bound flow of traffic.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization

Present estimate of project cost, including $ 757,403.20

$ 10,200.00 for work under this order $

Expected under-run / over-run (amount) $

Expected under-run / over-run (per cent)

Spare to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer — Asst Engr

Approval Recommended: [signature] Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: 5-16-77 [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Chief Engineer

State Project

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

8303

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 31, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contracts 8303, 8332, 8376 and 8415

Contracts 8303, 8376 and 8415 have been Finalled. Contract 8332 retainage was reduced to $1,000. In accordance with your memo of March 28th the $13,000 deposit released on these projects is being applied as follows:

8466	Add	$10,000
Unallocated	Add	3,000

Re: Contract 8424

This project has been finalled. This releases the $5,000 deposited in lieu of retainage on this contract. This amount may be released or transferred to other projects.

Please notify this office as to the disposition of this excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK;mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett(Att)

8303

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

March 25, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris,
Vice President

Re: Contracts 8376 and 8415 and 8303

These contracts have been finalled. This releases the $1,000 deposited in lieu of retainage on contract 8376 and the $2,000 deposited for contract 8415. These amounts may be released or transferred to other projects.

Please notify this office as to the disposition of the deposits.

Contract 8303 has also been finalled. This releases the $1,000 deposited in lieu of retainage.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8303

OREGON STATE HIGHWAY DIVISION

March 2, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 209012 for $100,000 which replaces safekeeping receipt 208830 for $200,000. The reallocation of funds is as follows:

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	(25,000)	$ 5,000
8303	1,000	-0-	1,000
8332	10,000	-0-	10,000
8376	1,000	-0-	1,000
8377	50,000	-0-	50,000
8415	2,000	-0-	2,000
8424	5,000	-0-	5,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	5,000	-0-	5,000
8468	-0-	5,000	5,000
Unallocated	81,000	(80,000)	1,000
	$200,000		$100,000

NOTED
C. W. HEAD

V.E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

cc: Cascade Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8303

February 25, 1977

The Travelers Indemnity Co.
Surety Department
707 S. W. Washington St.
Portland, OR 97205

Gentlemen:

On February 17, 1977, we wrote to you concerning release of final payment on Contract No. 8303 awarded to Cascade Construction Co., Inc., for work on S. E. 92nd Avenue-N. W. Ava Avenue Section of the Mt. Hood Highway in Multnomah County.

Final payment on this contract is $109.01 and the total contract amount is $664,107.58 including $434.09 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhn

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Gerlinger, Arnold & Reger Co.
201 American Bank Bldg.
Portland, OR 97205

C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region I Engineer

~~#8343~~ : Mas 41.1

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

February 18, 1977

FILE: MAI

FROM: WALTER J. HART
Regional Engineer

SUBJECT: POWELL BLVD. BIKEPATH

TO: R. N. BOTHMAN
Metropolitan Engineer

NOTED
H. S. COULTER

The problem with the Powell Blvd. bikepath and a possible solution is being actively pursued. The thinking at this time is to provide bus turnouts at approximately every third stop eastbound. This would allow relief for the traffic which backs up behind buses.

A meeting has been scheduled with Tri-Met for March 2 to go over the problem on the ground. There are approximately 15 bus loading zones between 136th and Gresham. The topography and existing right-of-way will limit the sites where widening can be undertaken. We are looking at widening adjacent to the non-signalized intersections. The normal width bikepath and curb can be maintained in conjunction with bus turnouts at these locations. The existing signalized intersections are not being considered for turnouts since the right-of-way has been fully utilized when left-turn refuges were added. The addition of bus turnouts at mid-block points is not recommended due to the long curb cutout which would be required.

The action proposed is essentially what occurs in the westbound lane. There is sufficient shoulder width at random bus stops westbound to allow the buses to pull over and give relief to traffic. The intersection of Powell and 190th is a problem area which has been compounded by the presence of the bikepath. Several minor additions are being considered at this intersection, such as the addition of a flashing light, intersection illumination, and surface delineation. A copy of our January 28 response to Mr. Knepper is attached for your information.

Attachment
WJH/cr
cc H. S. Coulter w/attachment
Edward L. Hardt "
Don Shaffer "

RECEIVED
STATE HWY ENGR
FEB 22 '77
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

Mar 11-1

Box 02157
Portland, Oregon 97202
January 23, 1977

Mr. L. R. Knepper, General Manager
Automobile Club of Oregon
600 SW. Market Street
Portland, Oregon 97201

Dear Mr. Knepper:

I am in receipt of your December 7, 1976, letter to Bob Bothman in which you had requested information concerning the safety of the curbed Bikeway on Powell Boulevard.

We are presently collecting data on vehicular accidents and the influence which the curbed Bikeway might have on them. I am, also, waiting for input from Tri-Met concerning bus operations on this section of Highway. Also, we are trying to make some comparison of two other similar roadway sections (Farmington Highway and Terwilliger Boulevard).

It appears that the Powell traffic, prior to the new overlay, was using the Bikeway adjacent to the traffic lanes for passing stopped left-turning vehicles and also as a recovery area on curves. Now with the Bikeway adjacent to the eastbound traffic lane, vehicles are unable to use the curbed Bikeway.

We will be making some adjustment on Powell Boulevard after we have evaluated the operation of the existing design.

I would appreciate any additional input you might have concerning this matter.

Respectfully,

ORIGINAL SIGNED BY
HARRY E. WOODWARD

Harry E. Woodward
District Engineer

HEW:cc

cc: Walter J. Hart
R. Failmezger

STATE OF OREGON

INTEROFFICE MEMO

TO: W. J. HART
Region 1 Engineer

DATE: February 16, 1977

FROM: R. N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Powell Boulevard bikepath

I had considerable pressure from AAA and the editor of the Gresham Outlook to address the exact problem mentioned in Ed Hardt's memo. As you are aware, there have been several recent articles relative to the bicycle path.

I have not had a follow up to my request to you of December 27, asking you to telephone L. R. Knepper, General Manager of the Automobile Club of Oregon.

I have had an opportunity to review the bike path on several occasions during the last month and a half, and I agree there should be a way to allow buses to get off the highway during a loading situation.

I would appreciate any comment you may have on your conclusions in reviewing the operation of the bikepath.

ebg

cc: N. S. Coulter
E. L. Hardt

VOIED
N.S. COULTER

RECEIVED
STATE HWY ENGR
FEB 17 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81.128.1307

#8303

STATE OF OREGON

INTEROFFICE MEMO

Department of Transportation

TO: Walt Hart
Regional Engineer

DATE: February 14, 1977

NOTED
H. S. COULTER

FROM: Edward L. Hardt, Special Assistant for
Policy Research and Special Studies

SUBJECT: Powell Boulevard Bikepath

Attached is a copy of a letter-to-the-editor from the February 13 Oregonian. This points up the problem created when a bus stops on Powell Boulevard and cannot pull off the travel lane because of the bicycle curb.

Last summer Don Shaffer and I had several conversations about this problem. I felt we should provide bus loading areas by removing portions of the curb. Don didn't disagree with this concept but felt there might be legal problems if we allowed the bus to operate on the bike path. He was going to get a legal interpretation on the question and I haven't heard any more about it.

I still feel we should do whatever we have to do to get the buses off the highway when they're stopped. If there truly is a legal problem, maybe we could solve it by posting signs - "End bikepath - begin bus loading area" and vice versa at appropriate locations.

In any case, I would suggest that you get in touch with Don and work out a solution. I'm not sure Tri-Met has been contacted yet, pending a determination as to what our approach will be.

ELH:la
Attachment
cc: Don Shaffer/attch.
Scott Coulter/attch.
Bob Bothman/attch.
Harry Woodward/attch.

RECEIVED
STATE HWY ENGR
FEB 14'77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

5-1307

highest paid ... chief counsel ... the Westlands Water District, headquartered ... in Fresno; he earns $81,500 a year. About ... county-employ... physicians earn more than Gov. Brown, with ... receiving $70,000 a year. The director of the department of airports for the City of Los Angeles has a salary of $69,800. The mayor of Los Angeles earns $55,000, the mayor of San Francisco, $53,106. The highest paid community college president receives $56,436.

Public salaries in recent years have increased

words submitted for review were overwhelmingly rejected in scornful terms.

For example, "prioritize" was voted down by more than 90 per cent of ... members of the panel. Television sportscaster Haywood Hale Broun observed, "I'm afraid this one headachizes me too much for comment." Sports columnist Red Smith spoke the sentiments of most of his colleagues in saying, "Let's negatize this one, wordwise." They did.

On "downplay," novelist Peter de Vries said,

Beca... the First... of Righ... not The... freedom... Amendm... States h... zens can... by refus... organiz...

The people

Take out curb

To the Editor: I live near Southeast Powell Boulevard, above 122nd Avenue. Daily I travel round trip to Gresham on Powell, and daily I am confronted by the same traffic snarl, created by poor engineering.

The bicycle curbs are fine. I agree they are valuable and will save lives. However (and here is where I speak for many), when the buses cannot pull off Powell to collect or let out passengers, we are endangering their lives and the lives and autos of hundreds of people who are affected all day long on Powell.

For example, every night as I return down Powell, in the opposite lane, I see between 30 and 60 creeping automobiles, bumper to bumper behind one bus. I have seen it over and over again. I have followed this slow line of cars and trucks, stuck behind the bus, myself.

Everywhere the bus stops, let's protect people and property by taking one short curb out. I know the traffic flow and blood of commuters will run freer.

BILL JASTRAM,
3636 SE 143rd Ave.

Verdict premature

To the Editor: The news story, "Korean officials offer to help trace bad pipe" (Jan. 31), in the writing and headlining, progresses from a suspicion, to an accusation, to a verdict of guilty.

Mr. Hawk and Mr. O'Neil of the Plumbing Section of the Oregon Department of Commerce called at my office. They were explicit that they had no evidence that the pipe causing the problems was manufactured in Korea. They asked for a list of Korean manufacturers so that they could advise them of Oregon code requirements. They advised that similar lists were being obtained from other foreign government representatives.

The tracing of bad pipe or the replacing of defective pipe was not discussed.

Mr. Hawk left with me a copy of a recent laboratory analysis of eight pipe sections. All of the pipe tested came from suppliers' stocks. None of it had been installed. It included pipe from the United States, Korea and Japan. All of the tests contained dissolved zinc — ranging from 1.5 to 7.9 parts per million. One section of pipe from a Korean manufacturer exceeded the acceptable limit of 5 parts per million by 2.9 ppm. The other four sections of Korean pipe were within acceptable limits.

My regret is that the facts will never overtake the headline.

And as an aside, it is almost a national pastime to pin the badge of guilt on Korea before the facts are in. Oregon has reasons to be more circumspect. Korea is Oregon's No. 2 overseas market — 80 per cent of it Oregon exports and all of it replaceable at other ports and countries.

Koreans are our second largest immigrant group and will soon be our largest Oriental ethnic group. Their involvement and contribution in our community has been substantial. It will grow.

RAYMOND M. KELL,
Honorary Consul General for Korea for Oregon,
Suite 1330,
Bank of California Towers.

Not state's role

To the Editor: Reports of the unit pricing bill make it sound like a simple case of consumer advocate versus the big guys. It's not that simple.

Let us be aware that consumers do continually have to pay for this service. If there is to be a regulation, it will have to be enforced. That means that mandatory unit pricing will also cost us more tax dollars.

Unit pricing is not a bad idea; in fact, it's a very good one. But what is bad is having the state force it down our throats.

If we consumers want unit pricing, we should put pressure on stores where we shop or choose those stores that provide the service. We must not allow the state to eliminate the choice.

MARDI FEATHER,
Rte. 2, Box 143C.

Ducats vanish fast

To the Editor: On Feb. 1, I cal... Memorial Coliseum to make reser... tions to see the Boston Celtics on F... 22. The woman at the ticket reservati... said they were not going to take a... phone orders, but tickets would go ... sale to the public at the Coliseum ... Feb. 5, at 6 p.m.

On Saturday, Feb. 5, at 5:40 p.m., ... minutes early, and with about 25 peo... ahead of me, I was standing in line ... tickets. At about 5:55 p.m., with ... ticket window still closed, they ... nounced the Boston game was sold ... except single seats and a few se... (benches) on the top row.

There must be a way to get ticke... because I do not believe there ... 12,000-plus season ticket holders.

RONALD NOTDUR...
1526 NE 146th A...

Saving Alaska

To the Editor: After reading the f... and second of John R. Peterson's a... cles on Alaska and the Inupiat Eskim... I am looking forward to seeing ... third. Both Mr. Peterson and The O... gonian deserve credit for the series... Mr. Peterson for his perception and s... sitivity and The Oregonian for publi... ing it.

As an Alaskan resident now in O... gon, I concur with Mr. Peterson's obs... vations about the tragic confronta... of cultures and ethics which is n... changing the face of Alaska. In ... name of progress and with our dest... tive gluttony for oil and other natu... resources, we have callously disrega... ed the impact of our actions on pe... and on the environment. It is no won... that the incidence of disease, alcoho... and suicide is so high among Alas... natives and that the caribou, mo... whales, seals and salmon are declin... It is no wonder that Alaskan natives ... finally reacting with bitterness tow... "honkeys."

It's too late to go back, and perh... going back to the old ways per... would not be the best course ahyw... But we can try to combine what is ...

Gresham, Oregon
Outlook
(Cir.2XW.14,664)

FEB 10 1977

NOTED
H. S. COULTER

Allen's P. C. B. Est. 1888

Highway Engineering Sometimes Suspect

The Outlook carries a letter to the editor today in which a subscriber complains about the bicycle paths on Powell Boulevard.

He isn't concerned about the bike paths as such but rather the curious engineering which forces eastbound buses on Powell to stop out in the middle of the street to discharge passengers. The protective curbing for the bike paths keeps the buses from pulling over to the side as they would in normal situations.

This is just another incident which makes us wonder what highway engineers are thinking about. There is no way buses can pull over and as a result, a long line of cars must follow along behind, hopelessly blocked.

Another engineering faux-pas involves the HOV lanes on the Banfield freeway. The HOV lanes, of course, are in the far left lane, closest to the middle of the road.

Tri-Met buses coming from the east and hoping to exit at the Lloyd center turn off, must cut across three lanes of traffic to reach the far right. As a result, most buses stay in the regular lanes, preferring not to use the HOV lane.

Both the Powell situation and that on the Banfield can only be blamed on poor engineering. Meanwhile the commuters suffer.

8303

OREGON STATE HIGHWAY DIVISION

January 20, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Cascade Construction
P.O. Box 4267
Portland, OR 97208

Attention : John Morris
Vice-President

Re: Contracts 8303 and 8376

Retainage requirements on Contract 8303 have been reduced to $1,000. You presently have $10,000 deposited in lieu of retainage on this project. $9,000 may be released or transfered to other contracts.

Retainage requirements on Contract 8376 have been reduced to $1,000. You presently have $10,000 deposited in lieu of retainage on this project. $9,000 may be released or transfered to other contracts.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank
Jean VanScoy, Safekeeping Dept.

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C. Barrett

303

OREGON STATE HIGHWAY DIVISION

January 13, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction

We received your safekeeping receipt 208596 covering savings certificate 277593 for $175,000. This replaces matured certificate 277489 in the amount of $150,000.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	-0-	$ 30,000
8127	20,000	-0-	20,000
8303	10,000	-0-	10,000
8332	10,000	-0-	10,000
8376	10,000	-0-	10,000
8377	40,000	10,000	50,000
8415	14,000	-0-	14,000
8424	5,000	-0-	5,000
Unallocated	11,000	15,000	26,000
	$ 150,000		$ 175,000

Enclosed is the safekeeping receipt for the matured securities.

Vernon E. Skoog,
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

Enclosures

NOTED
C. W. HEAD

cc: Cascade Construction

bc; C.W. Head (Att.)
R. Church
C. Barrett (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

CUSTOMER COPY

(7)

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208596

DATE December 30, 1976

For The Acct. of • Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DISPOSITION OF PROCEEDS
- ☒ CR. CKNG. Acc't 107-029
- ☐ CR. SVNG. Acct't
- ☐ Remit

DEPOSITED BY: Former Rec 208434

$175,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D 4.500%
	Dated 12/13/76 Due 1/31/77
	Interest At Maturity
	CUSIP
	Cert #00 277593 0 175M; a/c Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2088 4/75 ENV. 31-320 HEAD OFFICE PORTLAND

F8303

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

METROPOLITAN SECTION

5821 N.E. GLISAN • • PORTLAND, OREGON • • 97213

ROBERT W. STRAUB
GOVERNOR

Telephone 238-8226

December 27, 1976

RECEIVED
STATE HWY ENGR
DEC 28 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

L. R. KNEPPER, General Manager
Automobile Club of Oregon
600 Southwest Market Street
Portland, OR 97201

I apologize for not responding to your correspondence relative to the Powell Boulevard bicycle path near Gresham. I had hoped to personally get involved with the evaluation of these, but simply have not been able to due to the press of other commitments.

The operation of the facility is under the jurisdiction of Walt Hart, Region Engineer in Milwaukie, and Harry Woodward, District Engineer, responsible for that section of highway.

I have discussed my involvement to date and have asked Walt Hart to reply directly to you.

As you know, the development of bicycle paths is subject to state legislation and the Highway Division is operating within that legislation. The legislation is controversial, there are obviously two sides to the issue of bicycle paths to be considered. The Highway Division is caught in the position of administering the law as approved by the legislature. We are also involved in providing for safe and efficient transportation systems and will do all we can to accomplish that. Personally, it seems there should be some way to reach a reasonable compromise between providing protection for bicyclists and pedestrians, while also providing protection for the motorist on the Powell Boulevard project.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ldo

cc: H. S. Coulter
W. J. Hart - Please handle per phone conversation

8-C-3

OREGON STATE HIGHWAY DIVISION

December 7, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8424

We received your safekeeping receipt 208324 covering savings certificate 277489, $150,000. This replaces matured certificate 277275, $200,000. Deposits in lieu of retainage on our contracts with Cascade Construction Co. are affected as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$30,000	--
8127	20,000	20,000	--
8303	10,000	35,000	($25,000)
8332	10,000	40,000	(30,000)
8376	10,000	10,000	--
8377	40,000	40,000	--
8415	14,000	14,000	--
8424	5,000	5,000	--
Unallocated	11,000	6,000	5,000
Total	$150,000	$200,000	($50,000)

We enclose the safekeeping receipt for the matured certificate.

Vernon E. Skoog

By _____
Janice H. Peterson
Contract Payments Executive

JHP:mn

Enclosure

cc: Cascade Construction

bc: C.W. Head
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

0303

UNITED STATES NATIONAL BANK OF OREGON

A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

November 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed please find a copy of our Safekeeping Receipt #208324 covering a $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	10,000.00
8332	10,000.00
8376	10,000.00
8377	40,000.00
8415	14,000.00
8424	5,000.00
Unallocated	11,000.00
	$150,000.00

This C/D renews Safekeeping Receipt #208173 in the amount of $200,000.00 which matures on 11/30/76.

Very truly yours,

Ella Anderson

Safekeeping Department

NOTED
W. E. [illegible]

ea
Enc

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
DEC 01 1976
HIGHWAY ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208324

DATE 11/30/76

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 107-029
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposit

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

$150,000.00	U.S. Bank Savings Certificate Non-Negotiable C/D 5.000% Dated 11/30/76 Due 12/30/76 Interest At Maturity Cert # -00 277489 @ 150M "Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division" N/O Cascade Construction Co., Inc.

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

4303

8303

OREGON STATE HIGHWAY DIVISION

November 1, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8427

We received your safekeeping receipt No. 208173, covering TCD 277275, $200,000. This replaces matured certificate 265198, $200,000. This transaction affects deposits in lieu of retainage on our contracts with Cascade Construction Company as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$ 30,000	$ 30,000	$ -
8127	20,000	20,000	-
8303	35,000	35,000	-
8332	40,000	40,000	-
8376	10,000	10,000	-
8377	40,000	40,000	-
8415	14,000	14,000	-
8427	5,000	-	5,000
Unallocated	6,000	11,000	(5,000)
Total	$200,000	$200,000	- -

The safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog, Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

cc: Cascade Construction
bc: C. W. Head
Bob Church
Chuck Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON

A Subsidiary of U.S. Bancorp

RECEIVED
NOV 1 1976
CONTRACT ACCOUNTING

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

October 29, 1976

Oregon State Highway Division
H ighways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed Please find a copy of our Safekeeping Receipt #208173 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co, Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
8424	5,000.00
Unallocated	6,000.00
	$ 200,000.00

This C/D renews Safekeeping Receipt #207906 in the amount of $200,000.00 which matures on 10/29/76.

Very truly yours,

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
NOV 1 1976
HIGHWAY ACCOUNTING

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208173

DATE 10/29/76

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 107-029
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposit

For The Acct. of • Cascade Construction Company, Inc.
P.O. BOX 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

$200,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D 5%
	Dated 10/29/76 Due 11/30/76
	Interest at Maturity CUSIP
	Cert. No. 00 277275 0 200M n/o Cascade Construction Co. Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division"

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

-3000 6/75 ENV. 31-329 HEAD OFFICE PORTLAND

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. 92nd Ave.-Ava Ave.		WEEK ENDING: Oct. 30, 1976
		SECTION PREFIX: 26-1056
HIGHWAY: Mt. Hood		COUNTY: Multnomah
NAME OF JOB: S.E. 92nd Ave.-N.W. Ava Ave.	KIND OF WORK: Grading, Paving, and Signals	
CONTRACTOR: Cascade Const. Co., Inc.	CONTRACT NUMBER: 8303	FEDERAL AID PROJECT NUMBER: M-0640 (2)
DATE OF CONTRACT: Oct. 3, 1975	DATE WORK STARTED: March 9, 1976	ESTIMATED COMPLETION DATE: August 27, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 210	CALENDAR DAYS USED 209
PROJECT AUTHORIZATION: $757,408.20	SPECIFIED COMPLETION DATE: August 19, 1976	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $697,349.40	ENGINEERING AUTHORIZATION $60,058.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $697,349.40	ENGINEERING COST TO DATE $51,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 85 %	DATE PROJECT WAS COMPLETED: August 20, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	Class C	Class C Mod.	Agg. Shldr.		
100%	100%	100%	100%	100%	100%		
			GRADING	Class C AC	Class C Mod Agg Sldr.		Conc. Sump
MILES IN PROJECT			1.00	6.83	6.83	6.83	--------
MILES PARTIALLY COMPLETED			1.00	6.83	6.83	6.83	--------
MILES COMPLETED			1.00	6.83	6.83	6.83	--------
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1800Cy	12,000Ton	16,300Ton	650Ton	21 each
TOTAL QUANTITIES CORRECTED TO DATE			1553	12,263	16,334	622	21
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			1553	12,263	16,334	622	21
AVERAGE DAILY QUANTITIES			-----	------	-----	---	--
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			-----	-----	-----	---	--
NUMBER OF SHIFTS PER DAY			0	0	0	0	0
HOURS PER SHIFT			0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Fair	0		
TUESDAY	Fair	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Rain	0		
FRIDAY	Cloudy	0		
SATURDAY		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 1 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Oct. 24 SUNDAY	No Activity
Oct. 25 MONDAY	No Activity
Oct. 26 TUESDAY	No Activity
Oct. 27 WEDNESDAY	No Activity
Oct. 28 THURSDAY	No Activity
Oct. 29 FRIDAY	No Activity
Oct. 23 SATURDAY	No Activity

REMARKS

SUMMARY: No Activity
This will be the last weekly report submitted for this project.

ANTICIPATED
NEXT WEEK:

SIGNED _____ LOCATION Portland

J.E. Holland Res. Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-0218

8303

OREGON STATE HIGHWAY DIVISION

October 28, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contract 8303

Retainage requirements on our contract 8303 with Cascade Construction Co. Inc. have been reduced to $10,000. Presently, Cascade Construction Co. has $35,000 deposited in lieu of retainage on this contract. When their certificate of deposit matures on Oct. 29, 1976, $25,000 may be released to the contractor or transferred to other contracts.

Vernon E. Skoog
Controller

By_____
Janice H. Peterson
Contract Payments Executive

cc: Cascade Construction Co.

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C. Barrett

8303

October 15, 1976

Mr. Robert Warner
823 N.W. Mignonette
Gresham, OR 97030

Dear Mr. Warner:

This is in answer to your letter expressing your concern for the curbs recently placed on Powell Boulevard, the radio antenna which was placed in the Canyon Road tunnels in 1971, and the concrete freeway dividers used in Oregon.

The curbs on Powell Boulevard are used to delineate the path and protect bicyclists and pedestrians from motor vehicle traffic. The Oregon Legislature has mandated to the Highway Division that one percent of highway funds be used for bicycle purposes. The ideal solution for bicyclists would be a path completely separated from the roadway, but since this is prohibitive in terms of cost of buying right-of-way we have found incorporating a bikepath on the shoulders of the road to be an acceptable solution. We believe that in the interest of protecting the bicyclists that the curbing is a fair compromise. We are looking at the curbs on Powell as an experimental process and we intend to evaluate the results after a year to determine whether there are problems connected with this installation.

The antennas were placed in the Canyon Road tunnels a number of years ago in order that motorists would have uninterrupted radio service. The reason for this is that the majority of Portland radio stations monitor the police and highway radio networks, and also have contact with persons having mobile phones and CB radios. When word is received of a traffic tie-up, stations broadcast a traffic alert advising motorists of that emergency. In the case of the Stadium Freeway and Canyon Road, with their extremely high traffic volumes, warning of emergency problems to motorists is considered to be worth the cost of that installation.

The design of the concrete median barriers seen along many of our freeways has been well tested by experiments done in other states. This design was crash tested many times before it finally became a standard in Oregon. The face of the barrier is shaped as it is so that it will gently return a vehicle to the travel lane without throwing it out of control or damaging the steering mechanism. This design, used for many years in many states, has been entirely satisfactory.

I appreciate your interest in the highways in the Portland area and hope this answers your questions.

Sincerely,

H. S. Coulter
State Highway Engineer

ELH:cr ia

bc E. S. Hunter
R. L. Schroeder
E. L. Hardt

823 NW Mignonette
Gresham. Ore. 97030.
Oct. 5, 1976.

Oregon State
Highway Engineer
Salem, Ore-

Dear Sir:-

I am enclosing two items from the Gresham Outlook. I hope you read them both and then order the death traps removed. It seems some people spend their time figuring ways to spend the tax payers money.

Several years ago $8,000.00 was spent because some poor driver couldn't hear his radio for a minute or so in the Canyon Road tunnel.

I think these freeway dividers [illegible] are also causing accidents as we see tire tracks clear to the top, if they were vertical on the side a car or truck would rub along it instead of climb it and flip over.

We certainly don't need an increase in our gas tax for more of this kind of projects.

Yours truly Bob Farmer

Bicycle path

Dear Editor:

I would like to call your attention to a stretch of road near Gresham on Powell Blvd where curbs have been put between the normal traffic lane and the bicycle trail.

As I sat in my car waiting for the stalled car to move from the road, I wondered where anyone got the brilliant idea to put these curb like barriers there between me and my escape off the road in an emergency.

These curbs endanger the lives of all that travel Powell. If the curbs hadn't been there, the people behind this stalled motorist could have gone around with slight inconvenience.

I also have ridden Powell on a bicycle. To cross Powell you must lift your bike over the curb, cross, then lift it over another curb. This is quite a hazard also.

One more problem on one of [illegible] obviously

Candidates who

[illegible] positions expressed by all [illegible] mayoral candidates," Reifenrath sa

"We have decided to allow the ma [illegible] participate with the intention of allo [illegible] full view of the mayoral choices."

To the Editor:

People who travel on Powell Boulevard are well aware of the narrow two-lane street, and the slow-moving traffic. Therefore I, and many friends and acquaintances, were delighted when Powell Boulevard was resurfaced and lined last July.

However, now something new has been added- a double bicycle lane, and a concrete curb to separate the rider from the eastbound traffic. The eastbound traffic is fenced in with the curb. What is a driver to do if a westbound car suddenly turns into his lane?

I know what I did one afternoon when I was coming home from Gresham. I had just passed Birdsdale and was nearing a curve when a small compact car, passing several other cars, suddenly appeared in front of me in my lane. I quickly turned onto the shoulder.

The small car missed my car by inches. It was a terrifying experience, but it could have been worse. We could have had a head-on crash, and the small car could have been demolished and the driver killed. I have seen several near accidents on Powell - all because of the narrow highway, slow traffic, and impatient drivers.

Since there is no shoulder on the narrow eastbound traffic lane- just a curb to jump, what is a driver to do if he or she has a stalled car or a flat tire? There are two alternatives: one is to park in a nearby private driveway where there is an opening. Private driveways are few and far between from 239th Avenue to Gresham. Second is to park in the middle of the eastbound lane and wait until help arrives.

Thousands of dollars have been spent to improve Powell Boulevard. The street is just as narrow, and far more dangerous than before the project was started.

I don't know how many people were involved in this project. But I do know it was an idiotic way of spending the taxpayers' money. And thanks to a brilliant engineering genius who planned and installed it.

Mrs. F.B. Hanor
18991 SE Powell
Portland 97236

[illegible] to Region I
p-1 yr
for D/R

#8303

4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 5, 1976

Mr. Ernest J. Valach, District Engineer
Federal Highway Administration
P. O. Box 300
Salem OR 97308

Dear Mr. Valach:

Re: SE Powell Blvd. Bikeway

As we discussed in our meeting of October 1, we have received many opinions concerning the optimum design for the bikeway on the Mt. Hood Highway (SE Powell Blvd.).

The original painted (Class III) bikeway was considered inadequate by many. In an effort to provide delineation we tried placing plastic posts between the vehicle and bicycle lanes and also tried various striping patterns.

Because of a very favorable climate in Beaverton concerning the Class II (extruded curb) bikeway along Farmington Road and for other design considerations, we decided to construct that type of facility from SE 136th to Ava Avenue on Powell Blvd. in conjunction with the reconstruction of that highway.

The accompanying excerpts from the files concerning this project illustrate some of the opinions of the populace concerning this construction. We will continue to monitor this bikeway in accordance with your instructions and will do whatever we can to make this facility as safe as is feasible.

A copy of a report from H. E. Woodward, District Engineer, who is monitoring the project, will be forwarded when it is received.

Very truly yours,

Frank E. Terpin
Location Engineer

RECEIVED
STATE HWY ENGR
OCT 5 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Enc.

DES:mc
bc E. S. Hunter

Form 81-734-3123

8303

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 30, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Jean Van Scoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415

We received your safekeeping receipt 207906 covering your c/d 265198, $200,000. We are returning your safekeeping receipt 207676 for matured C/D 264976, $200,000. We confirm amounts deposited in lieu of retainage on our Contracts with Cascade Construction Co. as follows:

Contract	Current Deposit
8064	$ 30,000
8127	20,000
8303	35,000
8332	40,000
8376	10,000
8377	40,000
8415	14,000
Unallocated	11,000
Total	$200,000

Vernon E. Skoog
Controller

by _____
Janice H. Peterson
Contract Payments Executive

JP:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

RECEIVED STATE
SEP 29 19
CONTRACT ADMIN

gon State Highways Building
lem, Oregon 9
ttention: Jan
Gentlemen:
Enclosed plea
$200,000.00 U
of Cascade C
Highway Divi
mber 28, 1976

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

September 28, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen:

Enclosed please find a copy of our Safekeeping Receipt #207906 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
Unallocated	11,000.00
CONTRACT ACCOUNTING	$200,000.00

RECEIVED
SEP 29 1976

This C/D renews Safekeeping Receipt #207676 in the amount of $200,000.00 which will mature on 9/30/76.

Very truly yours,

Jean VanScoy
Safekeeping Officer

JV:ms

Enclosure

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
SEP 30 1976
HIGHWAY ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207906

DATE 9/27/76

DISPOSITION OF PROCEEDS
- [x] CR. CKNG. Acc't 107-029
- [ ] CR. SVNG. Acct't
- [ ] Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$200,000.00	U.S. Bank Savings Certificate Nonnegotiable C/D 5%
	Dated 9/27/76 Due 10/29/76
	Interest At Maturity
	Cert # 00 265198 @ 200M; M/O Cascade Construction Co., Inc.
	CUSIP
	"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2400 4/75 ENV. 31-328 HEAD OFFICE PORTLAND

3

1-P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8303

APPLYING TO CONTRACT PROJECTS

Order No. 6

Section S.E. 92nd Ave.-N.W. Ava Ave. Date Sept. 29,1976 19

Highway Mt Hood F.A.P. No. M-0640 (2)

County Multnomah Prefix 26-1056 Account No. 270-06

Description of Work To Be Done: Remove one existing signal pole, footing and curb. Construct new footing, reinstall existing pole, install new curb and pave corner.

Location by Station Numbers:

136th and Powell Blvd. (curb only)

148th and Powell Blvd. (signal pole and curb)

Estimate of Quantities and Costs:

Curb Removal	20 lin ft.	$ 80.00
Const. Extruded Curb	60 lin ft.	120.00
Asphalt Concrete Mixture	10 Ton	200.00
Remove existing pole, construct new footing, install pole, and install new strain and electric signal wire.		1,650.00
	Total	$ 2,050.00

Explanation: This pole relocation needed to eliminate traffic hazard of vehicles making right turn from 148th to Powell heading West. When this area on Powell was widened and the Left Turn Lane added, it pushed Westbound lane North. This condition causes some vehicles to encroach on left turn refuge area. This work is to be done by State Forces due to saving in cost and to expedite this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 757,408.20
Present estimate of project cost, including $ 2,050.00 for work under this order	$ 748,852.80
Expected under-run (amount)	$ 8,555.40
Expected under-run (per cent)	1.1%

Space to right of this line is for use of Salem Office

Submitted by: J.E. Hanson Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

Approval Recommended: Regional Engineer

List 2C

DC 10-15-76

R+EFJ

7

SP*72830-734

5.3C.2

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 17, 1976

Mrs. Milburne E. Mohn
16900 SE Maple Hill Lane
Boring OR 97009

Dear Mrs. Mohn:

Your letter concerning the bicycle path curbs on Powell Boulevard has been forwarded to me for reply.

As you may be aware, Oregon has a law that requires bikeways and footpaths to be constructed where highways, roads and streets are constructed, reconstructed or relocated. The bikeway on Powell Boulevard was constructed to conform to that requirement. The law does not permit the money earmarked for bikeway construction to be transferred for use for other purposes.

Prior to construction of the current project, a Class III bikeway, which consists of bike lanes on the highway shoulders, existed on Powell. When plans for the current project were being prepared the class of bikeway was changed from the Class III to the present Class II at the request of the City Engineer of Gresham. At the time of the change in design some concern was expressed by the Federal Highway Administration (FHWA) relative to the acceptability of the proposed change. However, since a bikeway of a similar design is functioning satisfactorily on the Farmington Highway west of Beaverton, the FHWA approved the design revision with the stipulation that upon completion the project be monitored for a year to determine if it is operating satisfactorily. At the end of that period sufficient information will have been gathered to determine what revisions, if any, are necessary.

I hope this information adequately covers your concerns.

Very truly yours,

Frank E. Terpin
Location Engineer

FET:mc
bc H. S. Coulter
E. S. Hunter
E. L. Hardt
Harry Woodward

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
SEP 17 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3123

RECEIVED
STATE HWY ENGR
SEP 13 '76
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

9-17

16900 S.E. Maple Hill Lane
Boring Ore 97009
Sept. 10 1976

RECEIVED
DOT OPERATIONS
SEP 13 '76
REFER TO
Coulter
FOR
Info
Invest
R/D
D/R
Sign
Act
File

Oregon State Highway Dept
Salem, Ore -

Sirs:

Of all the things considered idiotic, the bicycle path curbs on Powell Blvd. in Portland, top all. If I had the time I could get dozens or hundreds of names of people who feel the same way. They are extremely dangerous now (and wait till we have some snow!) I read in the Journal from an article written by an authority that we are supposed to pull up to this curb in case of car trouble, flat tires etc. I

would like to see one of your engineers try this. Many areas are so narrow you would take up half of the right lane going to Gresham. And this is our State Highway, the only one from the east side to dobntown Portland! No, we couldnt have a freeway to alleviate traffic, we can only have a State Highway #26 that is obstructed with paths for bicycles that are edged with curbs! I would invite you to drive Powell every day in the area of the curbs and count the bicycle riders! Last week I counted three, two of whom were in the path, the other one on the opposite side of street!

This is what our tax dollars are going for! And we all know the curbs will probably stay until enough accidents occur and someone is killed on account of this curb. There are surely things that need priority as far as money spent is concerned; one in particular I can think of is the proper signals, lights, arms or other at the railroad crossing near Lafayette - McMinnville where the tragic accident just occured.

Please give these curbs some more thought before leaving them there permanently! Sincerely —

Mrs M E. Mohn

POST THIS LETTER ON YOUR BULLETIN BOARD!!

8303

B/O 10/1/76

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

September 16, 1976

FILE: Contract 8303

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Powell Boulevard bikeway

TO: MEMO TO THE FILE

I recieved a relayed complaint from AAA in regard to the existing bikeway on Powell. It cites the inability of buses stopping for pickup, and for disabled vehicles, to get out of the traveled lane, and therefore to alleviate traffic congestion.

Since the AAA complaint, I feel that several other informal complaints on the same subject at other highway-type meetings need response.

Region 1 is also involved in the same issue.

Harry Woodward will work up a reply to a citizen's complaint about the Powell bikeway with copy to Metro.

I believe the question is whether or not a disabled vehicle can actually mount the curb and get off the travelled way. The second issue of the buses would pertain to the possibility of providing for the buses to use the bikeway in order to clear the travelled way when picking up passengers.

Several variations exist, perhaps even a low curb in those areas where the bus stops exist, so the bus can mount the curb without a major problem.

ebg

cc: H. S. Coulter
E. L. Hardt

NOTED
H. S. COULTER

STATE HWY
SEP 17 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9502

9-12-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-0640(2)

STATE PROJECT NO.: SE 92nd Ave.-NW Ava Ave.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-36

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 21 '76
REFER TO
Rulon
FOR
Info | Lgves | R/D | D/R | Sgn | Att | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-3-75	8-6-76	FAU Route 0640	Primary 26

GENERAL LOCATION:

City of Portland

GENERAL DESCRIPTION OF WORK:

Remove portion of existing Bike Route Signs, reinstall where needed and install new signs where needed.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-20-76 and based on the data submitted you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 In the amount of $2,000 - Federal Funds $1,560.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-13-76	E. H. Velack	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-888

SP*72830-734

8303

45

OREGON STATE HIGHWAY DIVISION

September 7, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377

We received your safekeeping receipt 207676, covering TCD 264976, $200,000. Enclosed please find safekeeping receipt 207508, covering matured TCD 259350, $150,000.

We confirm allocation of TCD 264976 as follows:

Contract	Amount
8064	$30,000
8127	20,000
8303	32,500
8332	37,500
8376	10,000
8377	30,000
unallocated	40,000
Total	$200,000

Vernon E. Skoog
Controller

by

Janice H. Peterson

Enclosure

cc: Cascade Construction

bc: C.W. Head
R. Church
C. Barrett

8303 moba
media
box 4653
portland
ore 97208
223-1677

POWELL BLVD BIKE PATH COMPLAINTS

Channel 2, Mon, 8/16/76, 6:44

anchor

Well, some of our tax payer money has gone into new curbing along southeast Powell boulevard to protect bicyclists. But it's drawn some complaints from people who live in the area.

4:18

The curbing was installed along southeast one hundred thirty sixth as part of a seven hundred fifty thousand dollar highway improvement project.

The curbing provides a physical separation between traffic on Powell and cyclists on the eight foot bike lane. But Stanley Ladeen who lives near southeast one hundred forty third says the curb makes it hard for him to get in and out of his drive-way.

Ladeen (sp?)

Well, it might be safe... a little safer for the bicycle riders but there isn't room there for it. They're taking the room away from the highway that they should have for the traffic.

Powell carries an awfully lot of traffic. And it's a traffic hazard. Somebody's going to pile into that and flip their cars over and get seriously hurt.

anchor

Some of the curbing bears evidence of contact with cars whose drivers are not yet used to the curb.

Highway officials consider the curb an experiment and are seek-ing the opinion of drivers, cyclists and residents.

The highway department says similar curding on Farmington road in Washington county seems to be working satisfactorily.

# # # # #

8303

OREGON STATE HIGHWAY DIVISION

August 6, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

U. S. National Bank
P.O. Box 4412
Portland, Oregon 97205

Attn: Ella Anderson

Re: Cascade Construction Co.
Contracts 8064, 8127, 8303, 8332, 8377, & 8376

We received your safekeeping receipt 207508, covering TCD 259350, $150,000. This replaces TCD 251132, $120,000. Cascade's deposits in lieu of retainage are affected as follows:

Contract	Prior Deposit	Current Deposit	Net Change
8064	$30,000	$30,000	----
8127	20,000	20,000	----
8303	27,000	32,500	5,500
8332	33,000	37,500	4,500
8376	5,000	10,000	5,000
8377	5,000	20,000	15,000
TOTAL	$120,000	$150,000	$30,000

The safekeeping receipt for the matured certificate is enclosed.

Vernon E. Skoog
Controller

by: _____
Janice Peterson
Contracts Payment Executive

VES:JP/sw

cc: Cascade Construction Co.

NOTED
C. W. HEAD

bc: C. W. Head
R. Church
C. Barrett

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. [illegible]

DATE [illegible]

DISPOSITION OF PROCEEDS
- ☒ CR. CKNG. Acct [illegible]
- ☐ CR. SVNG. Acct [illegible]
- ☐ Remit [illegible]

DEPOSITED BY: [illegible]

For The Acct. of: Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon St to Highway Division

$150,000.00	U.S. Bank Savings Certificate Nonnegotiable C/D 5%
	Dated 8/5/76 Due 8/7/15
	Interest at Maturity
	CUSIP
	CL#. 900 25930 [illegible]
	"Funds to be [illegible]
	from Oregon State Highway Department

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives of if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

38-2668 4/75 ENV. 31-325 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

August 5, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207508 covering $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $20,000.00 on Contract #8127, $32,500.00 on Contract#8303, $37,500.00 on Contract #8332, $20,000.00 on Contract #8377, $10,000.00 on Contract #8376.

This C/D renews Safekeeping Receipt #207243 in amount of $120,000.00 which matured on 8/5/76.

Very truly yours,

Joan VanScoy

Joan VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

August 4, 1978

United States National Bank of Oregon
P. O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson, Safekeeping

Gentlemen:

Grande will be replacing its Line Of Credit Letters
August 5, 1978 with a new presence as follows:

Contract	Prior Deposit	Current Deposit	Change
2064	$ 30,000	$ 30,000	$ -
8127	20,000	20,000	-
8203	17,000	21,[illegible]	5, [illegible]
8212	32,000	37,[illegible]	[illegible]
8277	5,0[illegible]	20,[illegible]	1,[illegible]
8278	[illegible]	[illegible]	[illegible]
	120,000	1[illegible],000	[illegible],000

Please mail your new safekeeping receipt directly to Janice Peterson at the O.S.H.D.

Yours very truly,

CASCADE CONSTRUCTION CO[illegible]PANY, [illegible].

Jon E. Morris
Vice President

JEM:ml

cc: O.S.H.D.
Highways Building
Salem, Oregon 97310
Attention: Janice Peterson

8303

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

July 9, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Re: Cascade Construction Co.
Contracts 8064, 8127, 8303, 8332, 8377 & 8376

Attention: Ella Anderson

We confirm receipt of your safekeeping receipt No. 207243, covering certificate of deposit 251132, $120,000. This replaces matured certificate 250871, $270,000. Securities deposited in lieu of retainage by Cascade Construction Co. are affected as follows:

Contract	Matured Deposit	Current Deposit	Net Change
8064	$ 30,000	$ 30,000	---
8127	193,000	20,000	($173,000)
8303	22,000	27,000	5,000
8332	25,000	33,000	8,000
8376	---	5,000	5,000
8377	---	5,000	5,000
	$270,000	$120,000	($150,000)

The safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By Janice Peterson
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: Cascade Construction Co.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207243

DATE July 6, 1976

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 107-029
- [ ] CR. SVNG. Acc't
- [ ] Remit

DEPOSITED BY: Time Deposit

For The Acct. of
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

$120,000.00	U. S. Bank Savings Certificate Nonnegotiable C/D	5.375%

Dated 7/6/76 Due 8/5/76
Interest At Maturity
Cert #00 251132 @ 120M; a/c Cascade Construction Company, Inc.
CUSIP
"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

Ellie Chandler

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for pay-ment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

RECEIVED
JUL 0 8 1976
CONTRACT ACCOUNTING

July 6, 1976

Oregon State Highway Division
Highways Building
S alem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207243 covering $120,000.00 U S Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $20,000.00 on Contract #8127, $27,000.00 on Contract #8303, $33,000.00 on Contract #8332, $5,000.00 on Contract #8377, $5,000.00 on Contract #8376.

This C/D renews Safekeeping Receipt #206918 in amount of $270,000.00 w hich matured on 7/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

8303

LETTER OF APPROVAL AND/OR AUTHORIZATION

F-0640(2)

STATE PROJECT NO.
SE 92nd Ave. -NW Ava Ave.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Multnomah

ITEM NO.
M-36

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 14 '76
REFER TO
Rutlow
FOR
Info | Instes | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-3-75	6-18-76	FAU Route 0640	Primary Route 26

GENERAL LOCATION:
City of Portland.

GENERAL DESCRIPTION OF WORK:
Adjust traffic signal heads - west side of 148th and S.E. Powell intersection

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 6-24-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 at a total estimated cost of $250 - Federal Funds $195.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-7-76	for K. Hoagman	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8303

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 4, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Cascade Const. Co.
Contracts: 8064, 8127, 8136, 8303 & 8332

We confirm receipt of your safekeeping receipt 206918, covering certificate 250871, $270,000. This replaces matured certificate 249788, $270,000.

We confirm approval of changes in allocation of this certificate as follows:

Contract	Matured Deposit	Current Deposit	Net Change
8064	$ 30,000	$ 30,000	-
8127	193,000	193,000	-
8136	20,000	-	($20,000)
8303	10,000	22,000	12,000
8332	17,000	25,000	8,000
	$ 270,000	$ 270,000	-

Vernon E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm

cc: Cascade Construction Co.

bc: C.W. Head ✓ R. Church
C. Barrett

303

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 5, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Cascade Const. Co.
Contracts: 8064, 8127, 8136, 8180, 8303 & 8332

We received your safekeeping receipt No. 206683, covering CD #00249788, $270,000. This replaces matured certificate 4-213388, $270,000 which has matured.

This transaction affects securities in lieu of retainage as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$40,000	($10,000)
8127	193,000	193,000	----
8136	20,000	20,000	----
8180	----	15,000	(15,000)
8303	10,000	----	10,000
unallocated	----	2,000	(2,000)
8332	17,000	----	17,000
Total	$270,000	$270,000	------

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: Cascade Const. Co.
bc: C.W. Head J. Bond R. Church C. Barrett

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 206683

DATE April 30, 1976

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acct 107-029
☐ CR. SVNG. Acct't
☐ Remit

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$270,000.00	U.S. Bank Savings Certificate Nonnegotiable C/D Dated 4/30/76 Due 6/1/76 Interest at Maturity Ctf. # 00249788 @ 270M; n/o Cascade Construction Co.,Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."	5%

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2460 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

April 28, 1976

RECEIVED
APR 30 1976
CONTRACT ACCOUNTING

United States National Bank of Oregon
P. O. Box 4412
Portland, Oregon 97205

Attention: Ella Andersou, Safekeeping

Gentlemen:

Cascade will be replacing its Time CD which matures April 30, 1976 with a new purchase in the same amount. The contracts involved are as follows:

Contract	Prior Deposit	Current Deposit	Change
8064	$ 40,000	$ 30,000	$(10,000)
8127	193,000	193,000	-
8136	20,000	20,000	-
8180	15,000	-	(15,000)
8303	-	10,000	10,000
8332	-	17,000	17,000
Unallocated	2,000	-	(2,000)
	270,000	270,000	-

Please mail your new safekeeping receipt directly to Janice Peterson at the O.S.H.D.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Vice President

JEM:mk

cc: O.S.H.D.
Highways Building
Salem, Oregon 97310
Attn: Janice Peterson

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

April 30, 1976

Oregon State Highway Division
H ighways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206683 covering $270,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $193,000.00 on Contract #8127, $20,000.00 on Contract #8136, $10,000.00 on Contract #8303, $17,000 on Contract #8332.

This C/D renews Safekeeping Receipt #206416 in amount of $270,000.00 which matured on 4/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

RECEIVED
MAY 04 1976
CONTRACT ACCOUNTING

JVS:ea
Enc

cc: Cascade Construction Company, Inc.

RECEIVED
MAY - 3 1976
HIGHWAY ACCOUNTING

3-25-76 M-0640

#8303 4-5-76

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

FEDERAL AID PROJECT NO. (2)

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M 640(2)

STATE PROJECT NO. SE 92nd Ave-NW Ave Ave.

FROM: G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-36

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3/25/76	FAU Route 0640	Primary Route 26

GENERAL LOCATION:

City of Portland

GENERAL DESCRIPTION OF WORK:

Minor Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 5/28/75 approved this project for inclusion in the Federal-aid Program.

As requested in Mr. Rulien's 3/25/76 letter I approve the program change on the subject project to add to the character of the proposed work utilities adjustment at a total estimated cost of $1,494.47, Federal funds $1,168.00.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/5/76	[signature]	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE: 1975—631-858

3-25-76 M-0640

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: (2)

STATE PROJECT NO.: SE 92nd Ave-NW Ava Ave.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-36

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '76
REFER TO
Dalton

FOR: Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3/25/76	FAU Route 0640	Primary Route 26

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are authorized to proceed with actual adjustments for City of Portland, Bureau of Water Works water facilities effective 3/25/76. Reimbursement on an actual cost basis estimated to be $1,494,47, Federal funds $1,168.00 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Utility Adjustment
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Our program approval memorandum dated 5/28/75 approved this project for inclusion in the Federal-aid program. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

We approve the agreement with the City of Portland-Bureau of Water Works, consisting of your Utilities and Railroad Engineer's letter, the City of Portland's 3/17/76 letter and the plans and estimate furnished by Mr. Cartwrights' 3/24/76 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/25/76	G. L. Green	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-691-455

#8303

March 25, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
ORIGINAL SIGNED BY
L. W. RULIEN
Project Management Engineer

SUBJECT Minor Program Change
Project No. M-0604(2)
S.E. 92nd Ave.-N.W. Ava Ave. Section
Multnomah County

We request your approval of a minor program change on the subject project to add to the "Character of Proposed Work" utilities adjustment required including preparatory work.

The utility involved is the City of Portland, Bureau of Water Works. The work is to be performed by the city of Portland forces. The sketch map and estimated cost of the work has been submitted for your approval under Mr. Chidsey's letter of March 24, 1976.

We further request authorization to proceed at an estimated total cost of $1,494.47 with obligation of $1,168.00 in Federal funds.

JG:re

cc: James Chidsey
E. L. Hardt (region 1)
D. E. Swan

83c3

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 18, 1975

TO MEMO TO THE FILE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
September 25 Bid Letting

Bids will be opened September 25 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. N. W. Ninth Street at Buchanan Avenue (Corvallis)
City Street, Benton County
Grade, Pave and Signal Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Five-foot concrete sidewalks will be provided on Ninth Street 600 feet north on both sides and 300 feet south on the east side only. Four ramps will be provided at intersection.

2. Clackamas River (McLoughlin) Bridge
Pacific Highway East, Clackamas County
Bridge Painting Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Milton Creek and Beaver Creek Bridges
FAS 816, 689 and 854, Columbia County
Structures (4) Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514 (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Thirty-four-foot roadway width will be provided on the two Milton Creek Bridges and the Beaver Creek Bridge on the Old Columbia Highway. A 30-foot roadway width will be provided on Beaver Creek Bridge on McDonald Road.

4. Bend Maintenance Building
The Dalles-California Highway, Deschutes County
Building Project

Same as No. 2.

5. Candlelight Drive-Louis Street (Eugene)
FAUS 1320, Royal Avenue, Lane County
Grade and Pave Project

Six-foot Class III bike lanes to be provided. Five-foot concrete sidewalks with curb cuts also provided. 1.35 miles in length. This is a City of Eugene design.

6. S. E. 92nd Avenue-N. W. Ava Avenue
Mt. Hood Highway, FAUS 0640, Multnomah County
Grade, Pave and Signals Project

Class II bikeway will be provided from 136th Avenue to Ava Avenue as replacement of existing Class III bikeway. From 92nd Avenue to 136th Avenue, 8-foot paved shoulders will be provided except at channelized intersections, where 4-foot shoulders will be provided. Five miles in length.

7. Tillamook and Trask Rivers Bridges
Netarts Highway, Tillamook County
Bridge Painting Project

Same as No. 2.

8. Mosquito Creek Bridge, FAS 753
Middle Island Road, Yamhill County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Grading and paving incidental to structure, which is 140 feet in length. Roadway width will be 30 feet. A 4-foot shoulder will be provided on short 200-foot approaches.

9. Scott Creek-Stony Brook Section
Umpqua Highway, Douglas County
Grade, Pave and Passing Bay Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Four-foot shoulders will be provided.

10. Corvallis-Lebanon Highway at County Roads 704 and 705
Corvallis-Lebanon Highway, Linn County
Channelization Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

cc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

DES:jp ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 29, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon Project M-0640(2)
92nd Avenue-Ava Avenue Section
Mt. Hood Highway

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator and State Highway Engineer

The PS&E documents for this project have been reviewed. The typical section indicates a reduced shoulder width on a significant portion of the project in favor of a class II bikeway with a 5-inch curb barrier. This design could result in a lower level of safety for the motoring public and create a false sense of security for pedestrians and cyclists.

The CRAG bikeway plan calls for a class III bikeway on this route rather than class II. Due to the number of accesses and intersections at close spacing it is questionable whether a class II function can ever be attained. Due to the number of potential bikeway-auto conflicts the wide curbed bikeway could be misleading to the cyclist. The short segments of curb between accesses could constitute more of a hazard than a barrier.

PS&E documents are conditionally approved with the stipulation that close monitoring of safety aspects be documented for a period of one year following completion and appropriate modifications to the project be made to correct any safety problems. Such modifications could affect loop detector installations and channelization at intersections.

for G. L. Green

RECEIVED
STATE H'WY ENGR
SEP 8 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Only

cc Burkhart

8303

Contract 8303

15

FORM 81 714 3070

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

August 28, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Project Assessment
92nd Ave.-Ava Ave. Section
Powell Blvd. Safety Overlay
Multnomah County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2b : J. D. McClure
METRO: R. N. Bothman

RECEIVED
STATE HWY ENGR
AUG 28 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED
E. S. Hunter
Date 8-28-75

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bx 300
Salem OR 97308

SUBJECT: Oregon Project M-0640(2)
Powell Blvd.-Safety Overlay
Project Assessment

DATE: August 25, 1975

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Administrator

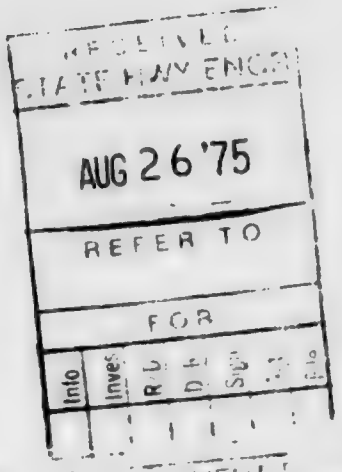
TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Saelm, Oregon

The subject project assessment has been reviewed. This Office concurs in the proposed type of environmental document and in your finding that the project constitutes a nonmajor action.

William A. Kyppuu
for G. L. Green

cc:
OSHD (G Potter)
OSHD (C Laux)
OSHD (G Kaiser, Metro)

BEN GIFFORD



8-26-75
L.W. Rubien
Please handle.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 16, 1975

A. PROJECT IDENTIFICATION M-0640(2)

Name of Project Powell Boulevard Safety Overlay, 92nd Avenue-Ava Avenue
(Section)

Location of Project Powell Boulevard (Highway Name) U.S. 26 (Highway No., US - ORE)

Portland (City) Multnomah (County) 1 (Region)

Program (July 75) Federal Aid Urban (Funding) $640,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve transportation safety by upgrading the existing roadbed, bikeway and signals; provide left turn refuges and install warning lights and signs.

Origin and History: Need for safety improvement recognized by highway maintenance forces (see attached accident statistics). Funding available from Federal Aid Urban funds.

C. DESCRIPTION OF PROJECT

Length Project Length is 6.78 miles.

Termini Westerly termini is at S.E. 92nd Avenue (M.P. 5.68); Easterly termini is at Ave Avenue (M.P. 12.46).

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT non major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No additional right-of-way required.

Typical Section Two travel lanes with left turn refuges, adequate shoulders with bikeway (see attached diagram).

Structures None.

Characteristics (ADT) The maximum 1973 ADT of 12,400 occurs at 92nd Avenue with a gradual eastward decline until achieving a minimum of 7,500 in the easternmost portion of the project.

Other General Information (or Supplemental information to items) Bike lanes currently exist in varying degrees of adequacy throughout the project site and occur on both sides of the road.

Project Sketch Map is Attached: [XX] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The existing alignment will be used; no major design alternatives found necessary considering the scope of the project.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [XX] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [XX] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Due to the commercial and residential developments through most of the project, the natural features mainly consist of landscaped areas (lawns, shrubs, flower gardens, etc.). Some pockets of woodland and grassy open spaces, however, are evident. Johnson Creek, located along the south easterly portion of the project, provides the principle drainage course for this area.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use varies from commercial on the westerly end of the project to mixed light commercial and suburban residential predominating throughout the remainder. A limited amount of agricultural land (pasture and some horticulture) abuts the project on its eastern portion. Utilities are located either above or below ground throughout the project area.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   None. Construction will cause minor traffic delays but no temporary rerouting of traffic off Powell Boulevard will be required.

   Consequences:

3. Estimated Changes in Land Use:

   None.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None. Project is not expected to significantly change existing noise levels and air quality.

   Consequences:

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

   None.

7. **Potential for Controversial Issues:**

   Inconvenience to traffic caused by unplanned work schedules or methods. An attempt will be made to schedule the application of the overlay during non-peak traffic periods to minimize the inconvenience.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

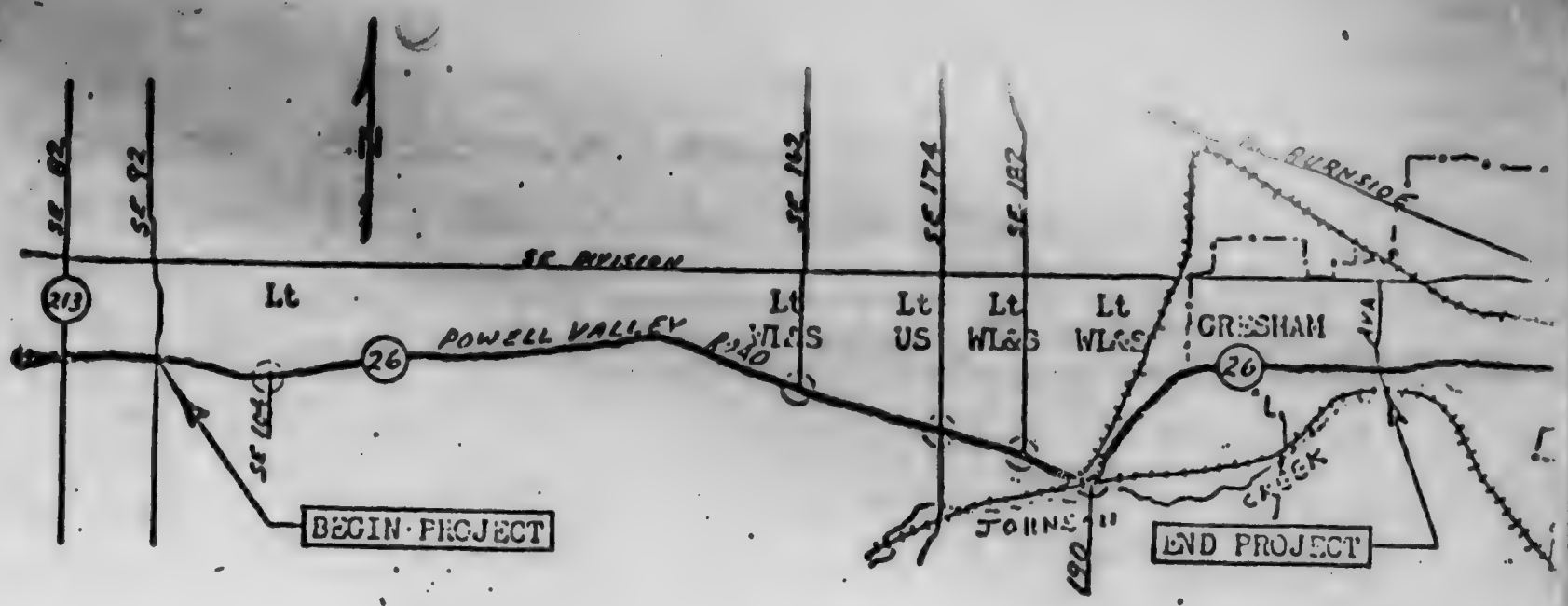
* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

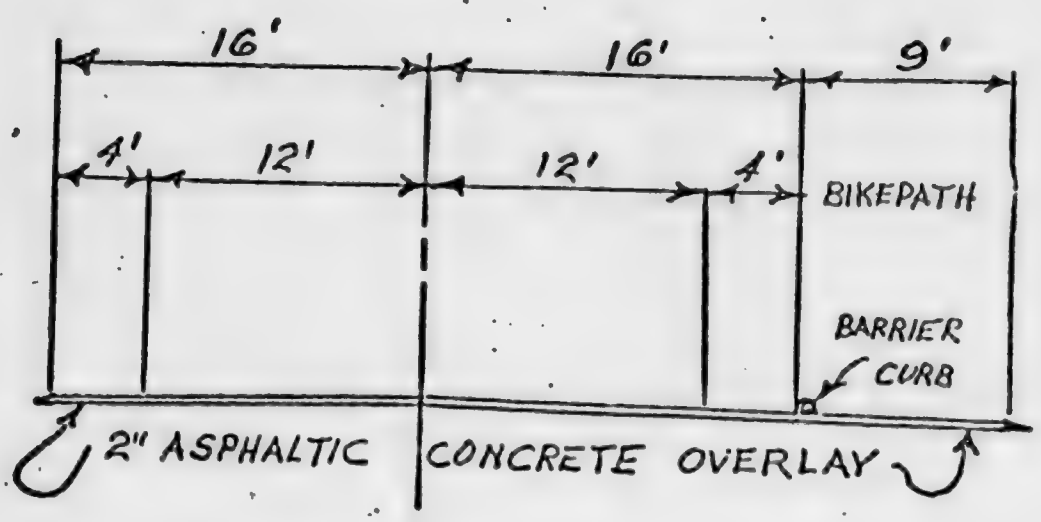
- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Assessment
- ☐ Other _____

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.



LEGEND

Lt..... Left Turn Refuges
WL&S..... Warning Light and Signal
US..... Upgrade Signal(from 2 to 5 phase)



TYPICAL SECTION

POWELL BLVD. HWY No. 26
M.P. 5.68 TO M.P. 12.46
92ND AVE TO AVA AVE.

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

REPORTED ACCIDENT STATISTICS ON POWELL BLVD (1973 DATA) 92ND AVE. TO AVA AVE.

SECTION			CASUALTIES				
FROM M.P.	TO M.P.	TOTAL ACCIDENTS	FAT/INJ.		RATE (ACCIDENTS/10^6 VEHICLE MILE		
(92ND) 5.69	(97TH) 5.90	7	0/4			—	
(112TH = MP 6.71) 6.0	7.0	34	1/35			7.82	
(181ST = MP 7.66) 7.0	8.0	41	0/27			9.56	
(143RD = MP 8.26) 8.0	9.0	15	2/13			3.66	
9.0	10.0	21	0/23			6.14	
(182ND = MP 10.4) 10.0	11.0	12	0/11			3.89	
11.0	11.9	6	0/9			2.23	
11.9	12.1	5	0/4			8.78	
12.1	12.3 = AVA AVE.	2	0/2			3.17	

8303

26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 15, 1975

FROM: Fred Eriksen
Design Team Supervisor

SUBJECT: 92nd Ave.-Ava Avenue Section
Mt. Hood Highway
Multnomah County

TO: MEMORANDUM TO THE FILES

Preliminary plans for the project were reviewed August 8, 1975, at the Metropolitan office and a subsequent field inspection.

Those attending were:

Robert Bothman	Assistant State Highway Engineer
Marion Craft	Metro Construction Engineer
Bob Johnson	Traffic Engineer, Multnomah County
Kent Cox	Director of Public Works, Gresham
Harry Woodward	District Engineer
James Holland	Resident Engineer
Rob Cameron	Resident Engineer
Jack Hesla	Metropolitan Utility Engineer
Norman Cuno	Designer
Fred Eriksen	Design Team Supervisor

The following plan details were discussed:

1. Mr. Cox raised questions about drainage at several locations within the Gresham city limits. The city limits is in error on the plans and will be correctly shown at about Station 252+00. The spacing of the curb drain openings was discussed with respect to the effect on the bikeway as well as adjacent properties. Mr. Cox's questions were answered by Mr. Bothman, Mr. Woodward and Mr. Cameron. The project initially included improvements in drainage at various locations but due to lack of financing have been deleted.

2. Mr. Hesla pointed out some omissions in the utility information on the plans. These features were picked up in the field review and additions or corrections will be made to the plans.

3. The curb openings for the bikeway at street intersections, it was pointed out, should be about 7' wide for some maintenance equipment, such as a power broom. The openings, as shown, are approximately that width.

4. The typical section from Station 385+00 to Station 387+10 shows Type F-1 curb 7' out from an existing curb and sidewalk. In this situation it was decided the Type F-1 curb should be deleted and appropriate striping substituted.

5. Mr. Cox inquired if a channelization could be provided at 190th Street. Mr. Cameron replied that the intersection had been studied but it had appeared that more problems would be created then would be alleviated. A realignment of the highway at this point would be the solution but that cannot be accomplished without right-of-way acquisition and a new railroad crossing.

6. Mr. Johnson inquired whether any additional traffic signals would be installed under the project. There are no new installations in the project. The existing signals will be revised as required to fit changes in the intersections.

7. Mr. Cox inquired as to the scheduling for city utility adjustments. Mr. Craft and Mr. Holland informed him of the usual procedure for developing a work schedule, pre-construction conference with the contractor, etc. Advance notice would be given the various utilities of the contractor's intention to work in specific areas so the utility people would be able to adjust or relocate their facilities prior to the roadwork.

8. During the field review a number of inlets and manholes were noted that will require adjustment. Mr. Cameron will furnish us with this information.

Mr. Craft asked Mr. Cox for a copy of his list of project problem areas; Mr. Cox said he would put it in letter form and send it to him. It was suggested that it would be more appropriate that the letter be addressed to Mr. Versteeg with copies to Mr. Craft and Mr. Woodward.

FE:jh
cc: To OSHD Participants

1 Versteeg ✓
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 15 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8303

26

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 12, 1975

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

SUBJECT: 92nd Ave.-Ava Ave. Section
Mt. Hood Highway
Multnomah County

TO: MEMORANDUM TO THE FILES

The railroad crossing at Station 288+35 will not be changed from it's present state by this project.

Mr. James Chidsey informed me that the crossing known as Linnemann Junction (Crossing No. 4C-000.10) is presently signed with reflectorized cross bucks, has two train crossings per night, five nights a week between the hours of 6 P.M. and 6 A.M. There have been no crossing accidents in the last ten years.

Mr. Chidsey stated that crossing improvements can not be justified at this time.

FE:we
cc: Marion Craft
Don Adams
James Chidsey

1 Versteeg ✓
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 12 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No. 6-12

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 05-28-75

BY (Signature): Mr. Rulien's May 14, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 36 THRU ____		
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
	M-0640(2)	6.78	$644,000	$502,320

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location

SE 92nd Avenue–
NW Ava Avenue Sec.
(Portland)
Multnomah County
State of Oregon

Work

Preliminary Engineering
Grade, drain, and asphalt
cement pavement overlay.

RECEIVED
COUNTY & CITY SECTION
MAY 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

This program approval is granted with the understanding that the typical section for this project is still under study and subject to change.

You are authorized to proceed with all phases of Preliminary Engineering necessary to obtain PS & E approval.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		05-28-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM FR-45
(Rev. 8-71)

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO. 6-12

DATE SUBMITTED TO H. Q. MAY 28 1975

FORM PR-1 (REV. 4-61) 5-14-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)(20): 1

PROJECT LOCATION (45 typewriter spaces) (21): US 26, 0.5 mi. Portland ECL, E. 6.78 mi.

ADT | PRESENT: 9,850 | FUTURE: 20,700 (66) | YEAR: 95 (70)(71)(72)

REGION: 10 | STATE NAME: Oregon | STATE CODE: 4 (2)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28): P.E.,Gr.,Dr.,Overlay, Sign & Sigs.

NATL. FOREST (63)(65) | FH ROUTE NO. (66)(69) | SUPV AGCY (68) | DA CLASSIF. (70) | DA AREA (71)

EMERG. YR. (72)(73): A1 | PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER (8): M- | NUMBER: 0640(2) | SEQ.

COUNTY NAME: Multnomah | CODE: 051 (14)(16)

CARD 4 — CLASS OF FEDERAL FUNDS: Urban System

ROUTE NO. U | FEDERAL-AID: 0640 (32) | STATE: 26 (36)(37) | U.S.: 26 (41)

NAME OF URBAN AREA (17-31): Portland

025

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(1-4)(5)	(10)	41	42	43 — 46	52						
5	10			1	PE	3	US 26, 0.5 mi. Portland E. City Limits to E. 6.78 mi.	6.78	14,000	10,920	3,080	
5					ROW							
5	30			3	CONST (CODE) 6201 Y031	3	"S.E. 92nd Ave. - N.W. Ava Ave. Section"	6.78	630,000	491,400	138,600	
							PROJECT TOTALS	6.78	644,000	502,320	141,680	

(16) (23)(24) (28)

CARD 1 | CODE 1 — PREPARED BY

CARD 1 | CODE 14 — PROGRAM APPROVAL DATES

MAY 28 1975

FHWA OREGON DIVISION

REMARKS

P.E
Gr.
ove
2-1
sh
on
pro
re
tra

Ra
Se

RO
Ac
pa
Re
co

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

6-12

MAY 28 1975

FORM PR-1 (REV. 4-61)

5-14-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 26, 0.5 mi. Portland ECL, E. 6.78 mi.	ADT	9,850	20,700	95	10	Oregon	41	W36	36

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
verlay, Sign & Sigs.						A1		M-	0640(2)			

FUNDS: Urban System

COUNTY NAME: Multnomah — CODE: 051

Portland — 025

ROUTE NO. U — FEDERAL-AID: 0640 — STATE: 26 — U.S.: 26

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	US 26, 0.5 mi. Portland E. City Limits to E. 6.78 mi.	6.78	14,000	10,920	3,080		P.E. all phases; Gr., Dr., A.C. overlay. 2-12' lanes, 4' shldrs., 9' bikeway on one side, signing, provide left turn refuges & revise traffic signal. Railroad Protective Service as required. ROW - 60' minimum; Access Control - partial; Parking Restrictions - complete.
ROW		"S.E. 92nd Ave. - N.W. Ava Ave. Section"						
CONST (CODE) 6201 Y031	3		6.78	630,000	491,400	138,600		
D BY		PROJECT TOTALS	6.78	644,000	502,320	141,680		

APPROVAL DATES

MAY 28 1975

WA OREGON DIVISION

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

S.E. 92ND AVE.-N.W. AVA AVE. SECTION

PROJECT NO. M-0640(2)

Existing Facility: Two 12-foot travel lanes with 8' shoulders. Three phase traffic signals with left turn refuge at 92nd, 112th, 122nd, 136th and 148th Avenues and a two phase signal at 174th Ave. with no left turn refuge.

Adjacent Sections:

W. End - Two 12-foot travel lanes with 8' shoulders.
E. End - 68-foot curbed section constructed under project No. US-583(2).

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Grade, drain and A.C. overlay the existing facility to provide two 12-foot travel lanes with 4-foot shoulders and 9-foot bikeway, install warning lights, signs and left turn refuges at 104th, 162nd, 182nd and 190th Avenues, install five phase traffic signal at 174th Avenue and construct left turn refuge.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved. Interim Urban System approved by FHWA March 3, 1975.

Railroad Data:

Name of Railroad	Portland Traction Co.
Number of Tracks	One (mainline)
Number of Trains	1 per day
No. of Hi-Speed Trains	None
Existing Protection	X-bucks & Advance Warning signs
Proposed Protection	Same
Railroad Benefits	None

Additional Right of Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under the provisio
(b) Location/Design -- Not a factor in the development

IM 50-1-70 Requirements: Exempt from State and District 2 A-95 review under working agreements dated April 28, 1970 a 1970 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project.

Urban Transportation Planning (PPM 50-9): Not applicable a will not result in an alteration of land use or traffic flo would require a significant change in planning completed or

Date for PR-37:

Preliminary Engineering -- Field Work - - - $10,000
PS & E Prep. - - $ 4,000

Type Code 6201 - - - - - - $563,000
Type Code Y031 - - - - - - $ 67,000

Note:

(1) On-the-Job trainees, as set forth in FHWA order in this project will be determined at PS & E stage an stipulated in the PS & E documents.

(2) This project is in Congressional District No. 3.

S.E. 92ND AVE.-N.W. AVA AVE. SECTION

PROJECT NO. M-0640(2)

ty: Two 12-foot travel lanes with 8' shoulders. Three phase
with left turn refuge at 92nd, 112th, 122nd, 136th and 148th
wo phase signal at 174th Ave. with no left turn refuge.

ns:

12-foot travel lanes with 8' shoulders.
foot curbed section constructed under project No. US-583(2).

Work under this project consists of the following:

nary engineering all phases.

drain and A.C. overlay the existing facility to provide two
travel lanes with 4-foot shoulders and 9-foot bikeway,
warning lights, signs and left turn refuges at 104th, 162nd,
nd 190th Avenues, install five phase traffic signal at 174th
and construct left turn refuge.

Airports, Water Developments, Historical and Recreational
volved. Interim Urban System approved by FHWA March 3, 1975.

road - - - - - - - - - - - - -	Portland Traction Co.
acks - - - - - - - - - - - - -	One (mainline)
ains - - - - - - - - - - - - -	1 per day
ed Trains - - - - - - - - - -	None
tection - - - - - - - - - - -	X-bucks & Advance Warning signs
tection - - - - - - - - - - -	Same
efits - - - - - - - - - - - -	None

Additional Right of Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under the provisions of para. 6c.
(b) Location/Design -- Not a factor in the development of this proje

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 26, 1970 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Date for PR-37:

Preliminary Engineering -- Field Work - - -	$10,000
PS & E Prep. - -	$ 4,000
Type Code 6201 - - - - - - -	$563,000
Type Code Y031 - - - - - - -	$ 67,000

Note:

(1) On-the-Job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 3.

8303

May 14, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. N-0640(2)

We are submitting program data for one Urban System project, Item No. 36, Project No. M-0640(2), "S.E. 92nd Ave.-S.W. Ava Ave. Section", which we desire to have included in the Federal Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, Para. 10c.

We further request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval.

Att.

CL:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

5-14-75

Budget Bureau No. 41-R2067; App

U.S. DEP BU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER (19)-(20): 1 | PROJECT LOCATION (45 typewriter spaces) (21-65): US 26, 0.5 mi. Portland ECL, E. 6.78 mi.

ADT | PRESENT: 9,850 | FUTURE: 20,700 | YEAR: 95 (66) (70) (71) (72)

REGION: 10 | STATE NAME: Oregon

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) (29-62): P.E.,Gr.,Dr.,Overlay, Sign & Sigs.

NATL. FOREST (63-65) | FH ROUTE NO. (66-69) | SUPV AGCY (69) | DA CLASIF. (70) | DA AREA (71) | EMERG. YR. (72-73) | PL. AUTH YR (74-75)

PROJECT NUMBER: PREFIX LETTER(S) (14): M- (23) | NUMBER (7): 0640(2) | SE

CARD | CLASS OF FEDERAL FUNDS: Urban System

NAME OF URBAN AREA (17-31): Portland

COUNTY NAME: Multnomah | CODE (114) (10): 051

ROUTE NO. U | FEDERAL-AID: 0640 (32) | STATE: 26 (36) (37) | U.S.: 26 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(1-4) (5)	(16)	41	42	43-46	53		(54) (58) (59)	(66) (67)	(76)			
5					PE		US 26, 0.5 mi. Portland E. City Limits to E. 6.78 mi. "S.E. 92nd Ave. - N.W. Ava Ave. Section"	6.78	14,000	10,920	3,080		P.E Gr. ove 2-12 shl on c prov refu traf Rail Serv ROW Acce part Rest comp
5					ROW								
5					CONST (CODE) 6201 Y031			6.78	630,000	491,400	138,600		
							PROJECT TOTALS	6.78	644,000	502,320	141,680		

(16) (23) (24) (33) REMARKS

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

5-14-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
26, 0.5 mi. Portland ECL, E. 6.78 mi.	ADT	9,850	20,700	95	10	Oregon	41	W36	36

TYPE OF WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
lay, Sign & Sigs.								M-	0640(2)			

Urban System

Portland

COUNTY NAME: Multnomah — CODE: 051

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	0640	26	26

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		US 26, 0.5 mi. Portland E. City Limits to E. 6.78 mi.	6.78	14,000	10,920	3,080		P.E. all phases; Gr., Dr., A.C. overlay. 2-12' lanes, 4' shldrs., 9' bikeway on one side, signing, provide left turn refuges & revise traffic signal. Railroad Protective Service as required. ROW - 60' minimum; Access Control - partial; Parking Restrictions - complete.
OW		"S.E. 92nd Ave. - N.W. Ava Ave. Section"						
ONST (CODE) 201 031			6.78	630,000	491,400	138,600		
		PROJECT TOTALS	6.78	644,000	502,320	141,680		

APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

S.E. 92ND AVE.-N.W. AVA AVE. SECTION

PROJECT NO. M-0640(2)

Existing Facility: Two 12-foot travel lanes with 8' shoulders. Three phase traffic signals with left turn refuge at 92nd, 112th, 122nd, 136th and 148th Avenues and a two phase signal at 174th Ave. with no left turn refuge.

Adjacent Sections:

W. End - Two 12-foot travel lanes with 8' shoulders.
E. End - 68-foot curbed section constructed under project No. US-583(2).

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Grade, drain and A.C. overlay the existing facility to provide two 12-foot travel lanes with 4-foot shoulders and 9-foot bikeway, install warning lights, signs and left turn refuges at 104th, 162nd, 182nd and 190th Avenues, install five phase traffic signal at 174th Avenue and construct left turn refuge.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved. Interim Urban System approved by FHWA March 3, 1975.

Railroad Data:

Name of Railroad	Portland Traction Co.
Number of Tracks	One (mainline)
Number of Trains	1 per day
No. of Hi-Speed Trains	None
Existing Protection	X-bucks & Advance Warning signs
Proposed Protection	Same
Railroad Benefits	None

Additional Right of Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under the provisi
(b) Location/Design -- Not a factor in the development

IM 50-1-70 Requirements: Exempt from State and District 2 A-95 review under working agreements dated April 28, 1970 1970 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project.

Urban Transportation Planning (PPM 50-9): Not applicable will not result in an alteration of land use or traffic fl would require a significant change in planning completed d

Date for PR-37:

Preliminary Engineering -- Field Work	$10,000
PS & E Prep.	$ 4,000
Type Code 6201	$563,000
Type Code Y031	$ 67,000

Note:

(1) On-the-Job trainees, as set forth in FHWA order in this project will be determined at PS & E stage an stipulated in the PS & E documents.

(2) This project is in Congressional District No. 3.

S.E. 92ND AVE.-N.W. AVA AVE. SECTION

PROJECT NO. M-0640(2)

Two 12-foot travel lanes with 8' shoulders. Three phase
th left turn refuge at 92nd, 112th, 122nd, 136th and 148th
phase signal at 174th Ave. with no left turn refuge.

-foot travel lanes with 8' shoulders.
t curbed section constructed under project No. US-583(2).

k under this project consists of the following:

y engineering all phases.

in and A.C. overlay the existing facility to provide two
avel lanes with 4-foot shoulders and 9-foot bikeway,
rning lights, signs and left turn refuges at 104th, 162nd,
190th Avenues, install five phase traffic signal at 174th
construct left turn refuge.

ports, Water Developments, Historical and Recreational
ved. Interim Urban System approved by FHWA March 3, 1975.

d - - - - - - - - - - - - -	Portland Traction Co.
s - - - - - - - - - - - - -	One (mainline)
s - - - - - - - - - - - - -	1 per day
/Trains - - - - - - - - - -	None
tion - - - - - - - - - - -	X-bucks & Advance Warning signs
ion - - - - - - - - - - -	Same
s - - - - - - - - - - - -	None

Additional Right of Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under the provisions of para. 6c.
(b) Location/Design -- Not a factor in the development of this project

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 26, 1970 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Date for PR-37:

Preliminary Engineering -- Field Work - - - $10,000
PS & E Prep. - - $ 4,000

Type Code 6201 - - - - - - $563,000
Type Code Y031 - - - - - - $ 67,000

Note:

(1) On-the-Job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 3.

Jan

Salem, Oregon

May 6, 1975

Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Richard Unrein
Urban Engineer
County-City Unit

Urban System Project Programming Request
State Project

Section: S. E. 92nd Avenue-N. W. Ava Avenue
S. E. Powell Boulevard, FAU 0640
6.78 miles

Proposed Work: All phases of preliminary engineering necessary to prepare project for contracting.

Costs:	Total	Federal	State
*Preliminary Engineering	$ 14,000	$ 10,920	$ 3,080
Right-of-Way	--	--	--
Construction	(630,000)	(491,400)	(138,600)
	$644,000	$502,320	$141,680

*Field--$10,000 P.S.&E.--$4,000

Existing Facilities: 41-foot pavement width, two lanes with 8- and 9-foot bikeways.

**Proposed Project: Provide 2-inch, Class "B" AC pavement overlay, upgrading existing drainage, install inlets and drains in various locations as required, upgrade the traffic signal at 174th Avenue and provide left-turn refuge, provide warning lights, signs and left-turn refuges at 104th, 162nd, 182nd, and 190th Avenues, and upgrade bikepath.

Project No.: M-8640(-). Additional Right-of-Way: None.

System Action: None required. Interim Urban System approved 3/3/75.

Railroads: Portland Traction Company. Airports: None.

☑ ENGR. ☐ ASST. ☐ OE ☑ AE ■ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

Water Developments: None.

Historic and Recreation Areas: None.

Relocation Assistance Payments: Not required.

Route Data: FAU 0640.

State Clearinghouse Approval: Exempt per 4/28/70 working agreement.

District 2 Clearinghouse Approval: Exempt per 10/16/70 working agreement.

Hearing: Not required.

Access Control: By permit.

Parking Restrictions: No parking.

Transportation Commission Approval: 3/31/75.

ADT: Present (1975)--9,850
Future (1995)--20,700

**See attached project request.

RU:scr

Attachment

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

March 28, 1975

FILE: PRO 4-1

FROM: EDWARD L. HARDT
Regional Engineer

TO: RICHARD UNREIN
Urban Engineer

SUBJECT: Powell Blvd.
Safety Improvement Project
SE 92nd - Ava Avenue

Attached is a Federal Aid Urban System Project Request for the subject project. Also enclosed is a Environmental Assessment and a CRAG Evaluation which we used when the project was submitted to CRAG. The $10,000 shown for preliminary engineering is for field location work and additional money should be programmed for final plans and specifications.

This data is submitted for your use in programming the project. If an agreement is necessary with Multnomah County and the City of Gresham this also should be prepared.

RECEIVED
COUNTY & CITY SECTION
MAR 31 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ELH/b
att

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date March 18, 1975

Applicant Agency OREGON STATE HIGHWAY DIVISION

Federal Aid System Route No. 0640 Route Name Powell Blvd

Project Name Powell Blvd. Safety Overlay (92nd Avenue to Ava Avenue)

Project Length 6.78 miles Project Location (Attached sketch map)

Project Description Upgrade existing roadway surface; improve drainage; provide left turn refuge at 104th, 162nd, 174th, 182nd, and 190th; install five phase signals at 174th, & install warning lights and signing at 162nd, 182nd, and 190th; Improve bikepath.

RECEIVED
COUNTY & CITY SECTION
MAR 31 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Average Daily Traffic 1973 ADT MAX 12400 MIN 7500 Design Speed

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 41 feet Travel Lanes two 12 foot Shoulders 8 foot & 9 foot
Medians none Parking none
Sidewalks none
Other shoulder areas are designated bikeways

2. Desired Roadway Cross Section: (Attach sketch)

Width 41 feet Travel Lanes two 12 foot Shoulders 4 foot
Medians none Parking none
Curbed Length Curb Radii
XXXXXXX/Bikeway 8-9 foot type 2 (2 way) one side only
Other

FOOTNOTES: curb radii will be installed at various locations for channeling and signal pole protection. Type "C" curb will be used.

Description of Proposed Roadway Work 2 inch "B" AC pavement overlay, upgrading existing drainage, install inlets and drains in various locations as required, upgrade the traffic signal at 174th and provide left turn refuge, provide warning lights, signs and left turn refuges at 104th, 162nd, 182nd, and 190th, upgrade bikepath.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 60' Minimum 60' Maximum 80'

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? N/A

4. Will there be any persons displaced from their homes, farms or businesses? no If so, explain

5. Will this project affect any park or recreation facility? no If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Signals at 92nd, 112th, 122nd, 136th, 148th are three phase with left turn refuge. The signal at 174th is two phase with no turn refuge.

2. Proposed Signalization:

   Location S. E. 174th Avenue
   Type
   Phases five
   Type of Suspension
   Interconnected
   Other Present control unit and poles will be set back and a left turn refuge will be provided

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA N/A

1. Present Illumination and Location:

2. Proposed Illumination:

Location No change
Type

V. STRUCTURE DATA None

1. Existing Structure:

Location
Type
Size
To Remain in Place?

2. Proposed Structure:

Location N/A

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA

1. Are there any railroad crossings? yes Location MP 10.71
single track

Type of existing crossing on grade
Existing crossing protection warning signs

Name of Railroad P.E.P. Gresham line
Number of tracks: Mainline 1 Siding Total 1
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight 1 Speed

2. Will existing railroad crossing be altered? no

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

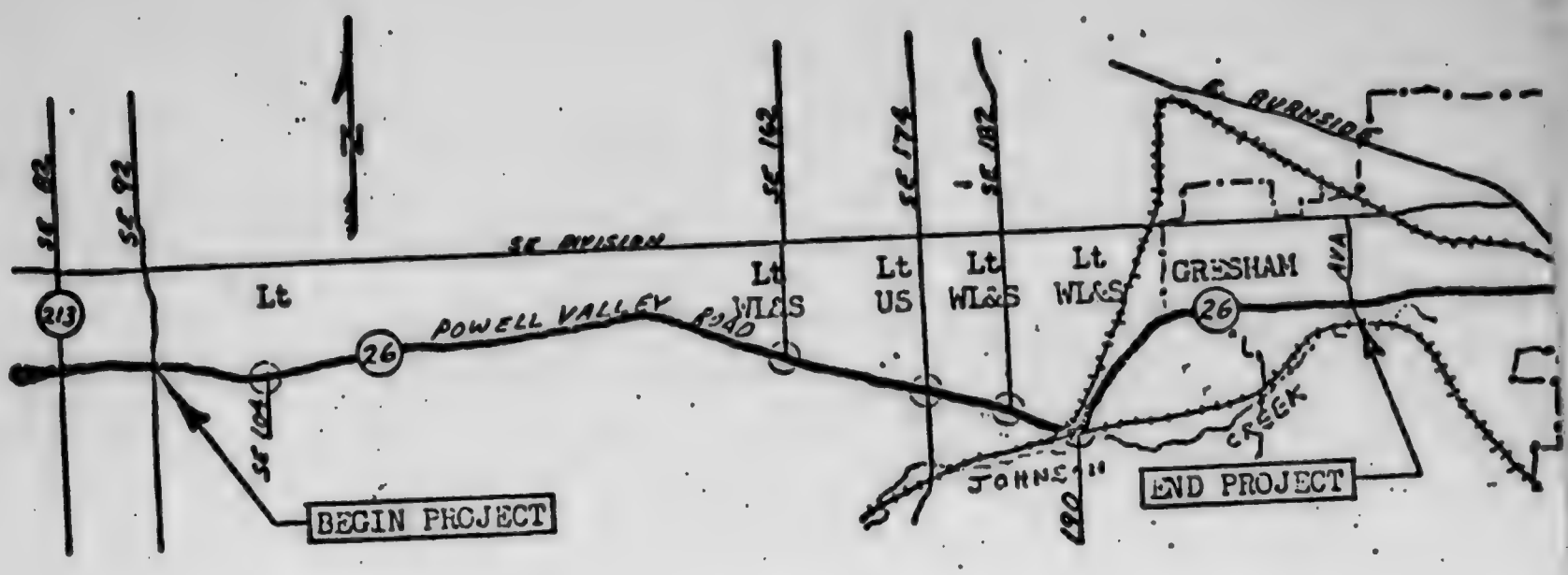
Roadway Work	
Right-of-Way Costs (If participating)	$ 563,000
Traffic Control	none
Illumination	67,000
Structures	none
Railroad	none
Other	none
Preliminary Engineering	none
	10,000
PROJECT TOTAL	$ 640,000

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

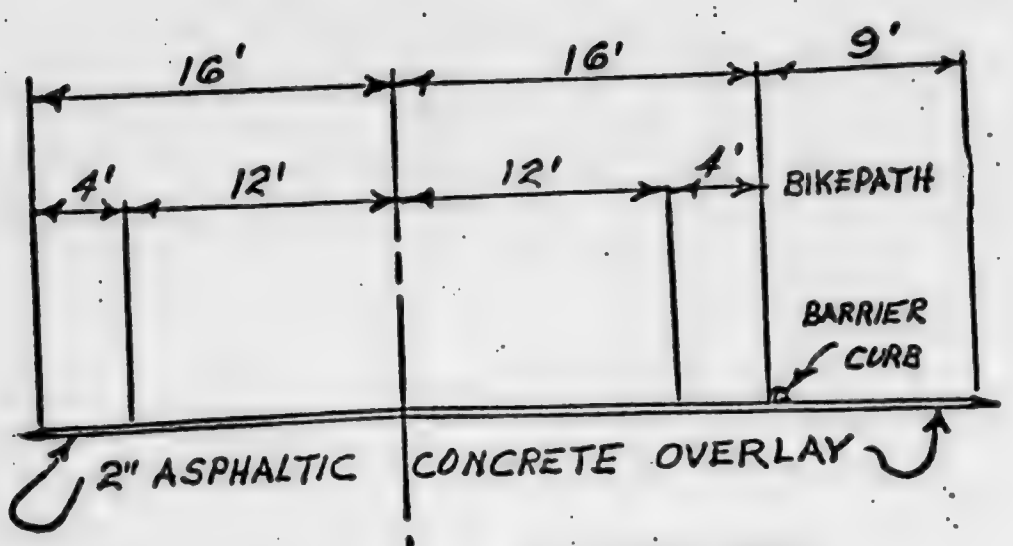
City of
By
By

County
By
By
By



LEGEND

Lt..... Left Turn Refuges
WL&S..... Warning Light and Signal
US..... Upgrade Signal(from 2 to 5 phase)



TYPICAL SECTION

POWELL BLVD. HWY No. 26
M.P. 5.68 TO M.P. 12.46
92ND AVE TO AVA AVE.

TABLE OF CONTENTS

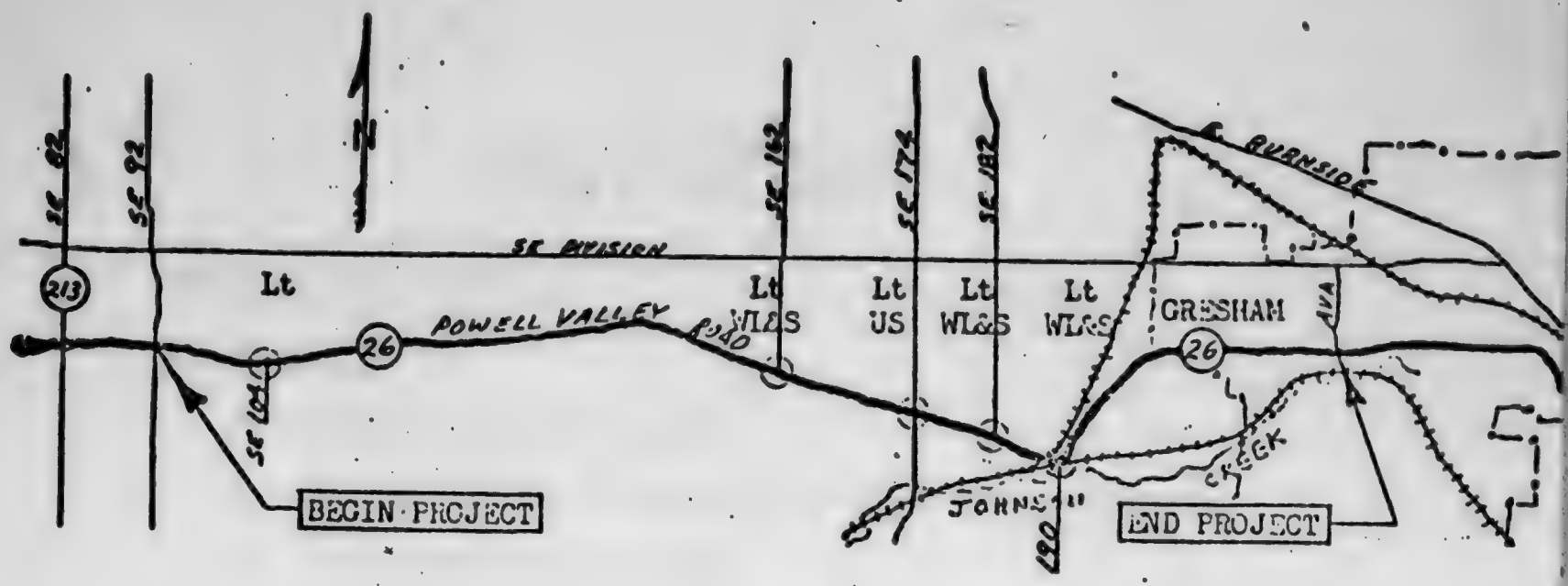
	Page
Introductory	1
Project Map	2
Project Assessment	3
Worksheets	9
Evaluation Outline	11
Environmental Assessment	14
Project Request	21

INTRODUCTORY

S.E. Powell Boulevard
92nd Avenue to Ava Avenue

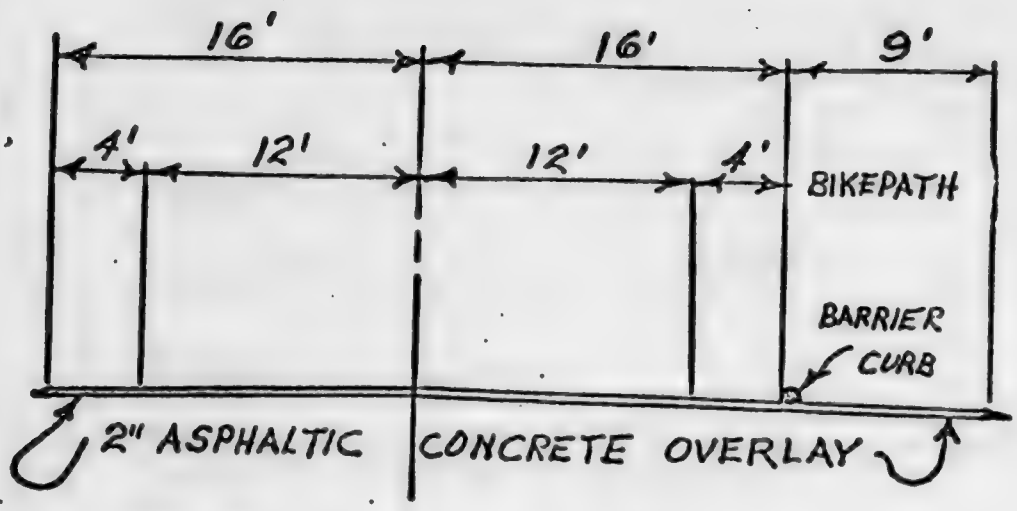
This is a safety project along Powell Blvd. from S.E. 92nd Avenue, M.P. 5.68, to Ava Avenue in the City of Gresham, M.P. 12.46. Total length is 6.78 miles.

The improvements consist of overlaying the wearing surface to increase friction, improve drainage and correct the distorted and rutted surface. Widen the roadway within the existing right-of-way to provide left turn refuges at 104th, 162nd, 174th, 182nd and 190th Avenues. Upgrade the existing two-phase signal at 174th Avenue to a five-phase signal. Improve surface run-off by installing inlets, pipes and drywells at selected locations. Investigate improvement to the existing bike path.



LEGEND

Lt..... Left Turn Refuges
WL&S..... Warning Light and Signal
US..... Upgrade Signal(from 2 to 5 phase)



TYPICAL SECTION

POWELL BLVD. HWY No. 26
M.P. 5.68 TO M.P. 12.46
92ND AVE TO AVA AVE.

[illegible]

[illegible]

A. Community

1. Conflicts with Growth Plan

This project does conform with adopted growth planning.

2. Local Community Reaction

It is well known that motorists in the Angeles Area desire some form of improvement in the overall form of transportation facilities. Much of the area surrounding Rimhill Blvd. has undergone much development resulting in increased commercial activity. Therefore, the proposed improvements which will help to alleviate these conditions would be welcomed by the local community.

3. Effect on Community Services and Public Utilities

The proposed improvements to the arterial intersections would increase their level of service, and in turn reduce the traffic flow congestion throughout the length of the project. The reduction in traffic congestion would benefit the local parks, hospitals and various school activities. The response time of police and ambulance services time would also be improved

B. Social

1. Community Recreation

This project should neither augment or reduce community recreation activities.

2. Neighborhood Effects

No disruption in family life, community orientation or social relationship is anticipated.

C. Economic Impact in Project Vicinity

Some local employment may be utilized during construction and the improvement to these intersections may encourage some patronage for local businesses. However, the net economic impact in the project vicinity would be minor.

D. Environmental

1. Air Pollution

The anticipated increase in the level of roadway service may attract additional vehicles, which would increase the emissions per vehicle. However, the improved level of service would also provide more uniform traffic speeds and decrease the idle time of delayed vehicles while waiting for those turning -- each tends to decrease emission pollutants. The net effects will be essentially unchanged.

2. Noise Pollution

As the result of a more uniform speed of traffic, the noise level would be decreased. However, due to future developments, which may increase some truck traffic, and an increase in the level of roadway service, traffic volumes may be increased. The resultant net change in peak noise levels is not expected to change significantly.

3. Aesthetic Impact on the General Public

This project consists mainly of widening the roadbed within the existing right-of-way and some improvement to the surface drainage. It is expected that the new pavement surface will be more pleasing aesthetically to the motorists using the highway.

4. Urban Design

The proposed project does not change the existing alignment. Some widening will be required. Therefore, the physical impact of the project area is minor and very little change in neighborhood continuity will be evident.

II. Regional Considerations

A. Supports Public Transportation

The existing facility is operating under a mixed modal system without lane separations, which is in conformance with current planning. The proposed project will continue to support public transportation by not altering the present system.

B. Functional Classification

The proposed project is along a minor arterial as indicated by attached chart, page 8.

C. Traffic Need Time Schedule

The project is needed at present to improve the safety of Powell Blvd.

D. Local Priority

No priority listing of desired projects are available from the local jurisdictions at this time.

E. Enhancement of Transportation System

The proposed left turn refuges and improved signal installations will improve the level of service of the existing facility, thereby enhancing the transportation system in this area.

F. Regional Urban Systems Effects

This project will provide immediate jobs for road construction workers and those in related industries. The impact to transportation will be in the form of increased road capacity and uniform traffic flow. No significant land use or social impacts are expected.

III. Highway User Considerations

A. Construction Cost/Avg Daily Passenger Mile

Cost of this improvement is estimated to be $6.10/daily passenger mile. See worksheets, page 9.

B. Volume/Capacity Ratio

The theoretical capacity of a two-lane, two-way roadway is 2000 vehicles per hour.

Factors Affecting Highway Capacity

1. Signalized intersections (6)	50%
2. Uncontrolled access and at grade intersections	10%

Computed Capacity

2000 (0.50) (0.90) = 900 veh/hr

Weighted ADT

12,400
12,200
8,900
7,500
41,000

10,250 ADT

Peak hour = 10,250 x 10%

= 1,025 veh.

V/C = 1,025/900 = 1.13

C. Travel Time

The overall estimated travel speed is 25 MPH. It is expected this speed will remain the same after the project.

D. Safety

The 1973 accident rate was 5.07 accidents per million vehicle miles. The accident rate for comparable sections of Primary Suburban No-Freeway State Highways is 3.30 accidents per million vehicle miles.

The potentials for improved safety are:

1. Improved pavement friction for stopping and starting.

2. New lane line reflective buttons for night time visibility.

3. Improved line markings for bike path.

4. Improved left turn conditions at four locations where left turn lanes are proposed.

	PRINCIPAL	MINOR	COLLECTOR
Traffic Characteristics	Through traffic. Longest internal trips (5 miles or more).	Through and area traffic. Moderate trip length.	**Local Traffic**
Access Control	Limited to full	Limited	**Driveways only**
Traffic Volume	20,000 ADT or more	5,000 to 25,000 ADT	**2,500 to 7,500 ADT**
Community Impact	Major Land use buffer	Neighborhood Boundary	**Internal neighborhood street**
System Characteristics	Closed network. Serves major traffic generators	Connecting links serving Principal System	**Feeders**
Optimum Spacing	2 miles	1 mile	**½ mile**

TRAVEL COSTS PER PASSENGER MILE

Overall Cost = $640,000

Overall Mileage = 6.78

Cost/Mile = $94,400

Weighted ADT = 10,250

Unit Travel Costs/Mile = $\frac{94,400}{10,250}$ = $9.20

Average Passengers Per Car Per Mile = 1.5

Travel Costs Per Passenger Mile = $\frac{\$9.20/\text{mile}}{1.5 \text{ passengers}}$ = $\underline{\underline{\$6.10}}$

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT SCHEDULE AND SUPPORTING COST ESTIMATE

PROJECT TITLE Powell Blvd. Safety Overlay (92nd Ave.-Ava Ave.)

REQUESTING AGENCY Ore. State Highway Division CONTACT PERSON Edward L. Hardt PHONE 653-3090 DATE Mar. 18, 1975

LOCAL PRIORITY RANK _____ IMPLEMENTATION RESPONSIBILITY: STATE ✓ LOCAL _____

PROJECT IS: URBAN SYSTEM ✓ PRIORITY PRIMARY ___ URBAN EXTENSION ___ UMTA ___ STATE BOND ___

LEGEND:
ACTIVITY ▭
EVENT △

SCHEDULE AND FUNDING PLAN

ITEM DESCRIPTION	FISCAL YEAR 19 75	19 76	19	19	19	19	Item Cost $
Prelim. Engineering	10,000 ▭						
Construction		▭ 630,000					
TOTAL $	10,000	630,000					
FHWA $	7,800	491,400					
UMTA $							
STATE $	2,200	138,600					
LOCAL $							
STATE BOND $							
_____ $							

-10-

REQUESTOR COMMENTS: _____

CRAG PROJECT NO. _____

CRAG RANKING ___ _____

CRAG APPROVALS:
TTAC _____

EVALUATION OUTLINE	WEIGHTING SCHEME	
I. NON-USER CONSIDERATIONS		
1. Complies with City and/or County Comp. plan		
• with an officially adopted plan	3	3
• with an unadopted plan	1	
• no plan	-1	
• conflicts with plan	-3	
2. Local Community Reaction		
• support for project	4	4
• no reaction/ mixed reaction	0	
• opposed to project	-4	
3. Effect on Community Services and Public Safety		
• positive	3	3
• none	0	
• negative	-3	
4. Community Recreation		
• opportunities increased	3	
• no net impact	0	0
• opportunities reduced	-3	
5. Neighborhood Effects		
• none	7	7
• minor	0	
• major	-7	
6. Economic Impact in Project Vicinity		
• improves	5	
• no change	0	0
• impairs	-5	
7. Air Pollution		
• decrease	4	
• no change	0	0
• increase	-4	
8. Noise Pollution		
• decrease in residential area	4	
• decrease in commercial area	2	
• no change	0	0
• increase in commercial area	-2	
• increase in residential area	-4	

EVALUATION OUTLINE CONTINUED:

EVALUATION OUTLINE	WEIGHTING SCHEME	
9. Aesthetic Impact on General Public		
• favorable	2	2
• mixed	0	
• unfavorable	-2	
10. Urban Design		
	+4	
	0	0
	-4	
II. REGIONAL CONSIDERATIONS		
1. Supports public transportation (within 5 years)		
• provides special facilities such as exclusive lanes	8	
• buses operating in mixed traffic	4	4
• no public vehicles	0	
2. Functional Classification (existing system)		
• principal arterial	4	4
• minor arterial	3	
• collector	2	
• local	1	
3. Traffic Need Time Schedule		
• present	4	4
• one to five years	2	
• six years or longer	0	
4. Enhancement of Transportation System		
• last link	6	5
• intermediate link	3	
• first link	0	
5. Regional Urban Systems Effects		
	+10	
	0	0
	-10	

III. HIGHWAY USER CONSIDERATIONS

1. Construction cost/av. daily Passenger Mile		
• $50 or less	10	10
• $51-55	9	
• $56-65	8	
• $66-75	7	
• $76-90	6	
• $91-105	5	
• $106-125	4	
• $126-145	3	
• $146-170	2	
• $171-200	1	
• $201 or more	0	
2. Volume/ Capacity Ratio		
1.20	10	9
1.10	8	
1.00	6	
.85	4	
.70	2	
.50	0	
.50	-2	
3. Travel Time Ratio (Average before improvement/ Average after improvement)		
• 2.0 or greater	10	
• 1.9	8	
• 1.8	6	
• 1.7	4	
• 1.6-1.5	2	
• 1.4 or less	0	0
4. Safety		
• Section has an extremely high accident experience	15	
• Section has above average accident experience	8	8
• Section has average or lower accident experience	0	

NOTE: Use only ONE SCORE per category.

Perfect score = 116

Worst score = -51

Total score 63

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

PROJECT MANAGEMENT SECTION
ROUTING — ACTION — INFO
P.M. ENGINEER
PROJ. DEV. ENGR.
OFFICE ENGR.
COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
MILEAGE CONTROL
PROG. & SCHEDULE
REMARKS:
FEB 28 1975

February 27, 1975

Hopkins
Marwell
Holmes
Prange
Unrein

RECEIVED
MAR 10 1975
COUNTY
CITY
UNIT

☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
☐ Do not File
Return To
Bring Up ___/___/___
Other

Columbia Region Association
of Governments
527 SW Hall Street
Portland, OR 97201

Attention Richard Etherington

Dear Sir:

Submitted herewith is a Federal Aid Urban System Project Request for Powell Blvd. (US26) (FAU 0640) between SE 92nd Avenue and Ava Avenue. This section of Powell Blvd. is a state highway on the CRAG Urban Highway System.

The proposed project is a safety improvement consisting of the following:

(1) Overlay of the wearing surface to increase friction, improve drainage which will decrease the potential for hydroplaning, and correct the distorted and rutted surface.

(2) Widen the roadway within the existing right of way to provide left-turn refuges at 162nd, 182nd, and 190th Avenues.

(3) Upgrade the existing two-phase signal at 174th Ave. to a five-phase signal with the addition of a left-turn refuge.

(4) Improve surface runoff by installing inlets and pipe and drywells at selected locations.

All of the above-mentioned work would be done within the existing state highway right of way.

E-123

Our intention for submitting this project at the present time is to get it programmed with the Federal government prior to June 30, in order to take advantage of the Federal highway funds which have recently been made available to the State of Oregon. The nature of the proposed work is such that it can be readily advanced to contract and our intention is that it be turned into a construction project some time this summer. This being the case, any effort you can make towards obtaining early CRAG approval would be appreciated.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

Attachment

cc L. W. Rullen
J. H. Versteeg

12/6/71

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date February 26, 1975

Applicant Agency OREGON STATE HIGHWAY DIVISION

Federal Aid System Route No. 0640 Route Name Powell Blvd.

Project Name 92nd Avenue to Ava Avenue

Project Length 6.78 miles Project Location (Attached sketch map)

Project Description Upgrade existing roadway surface; improve drainage; provide left turn refuge at 162nd, 174th, 182nd, and 190th; install five phase signals at 174th,& install warning lights and signing at 162nd, 182nd and 190th.

Average Daily Traffic MAX 12400 MIN 7500 Design Speed
1973 ADT

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 41 feet Travel Lanes two 12 foot Shoulders 8 foot & 9 foot
Medians None Parking None
Sidewalks None
Other Shoulder areas are designated bikeways

2. Desired Roadway Cross Section: (Attach sketch) no change

Width 41 feet Travel Lanes two 12 foot Shoulders 8 foot & 9 foot
Medians None Parking None
Curbed Length Curb Radii
XXXXXXX/Bikeway 8 foot and 9 foot no change
Other

FOOTNOTES: * Curb radii will be installed at various locations for channeling and signal pole protection. Type "C" curb will be used.

Description of Proposed Roadway Work 2 inch "B" AC pavement overlay, upgrading of existing drainage, install inlets and drains in various locations as required, upgrade the traffic signal at 174th and provide left turn refuge, provide warning lights, signs and left turn refuges at 162nd, 182nd and 190th.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 60 feet Minimum 60' Maximum 80'

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? N/A

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? If so, explain No

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Signals at 92nd, 112th, 122nd, 136th, 148th are three phase with left turn refuge. The signal at 174th is two phase with no turn refuge.

2. Proposed Signalization:

   Location S. E. 174th Avenue

   Type
   Phases Five
   Type of Suspension
   Interconnected
   Other Present control unit and poles will need to be set back and a left turn refuge provided

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA N/A

1. Present Illumination and Location:

2. Proposed Illumination:

Location No change
Type

V. STRUCTURE DATA None

1. Existing Structure:

Location
Type

Size
To Remain in Place?

2. Proposed Structure:

Location N/A

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes Location MP 10.71 single track

Type of existing crossing On Grade

Existing crossing protection Warning signs

Name of Railroad P.E.P. Gresham line

Number of tracks: Mainline 1 Siding _____ Total 1

Angle of Intersection _____

Sight distance: (Direction) _____ Distance _____

(Direction) _____ Distance _____

Number of Trains: Passenger None Speed _____

Freight 1 Speed _____

2. Will existing railroad crossing be altered? No

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections _____

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 448,000
Right-of-Way Costs (If participating)	none
Traffic Control	62,000
Illumination	none
Structures	none
Railroad	none
Other _____	none
Preliminary Engineering	10,000
PROJECT TOTAL	$ 525,000

FOOTNOTES: _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of _____

By _____

By _____

_____ County

By _____

By _____

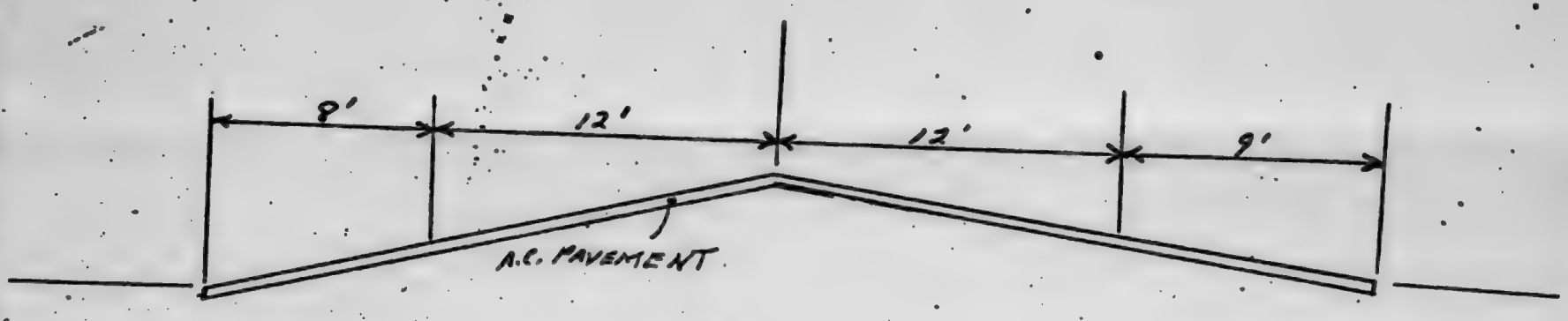
By _____

TYPICAL SECTION & SKETCH MAP

POWELL BLVD. HWY. No. 26

MILE POINT 5.68 to 12.46

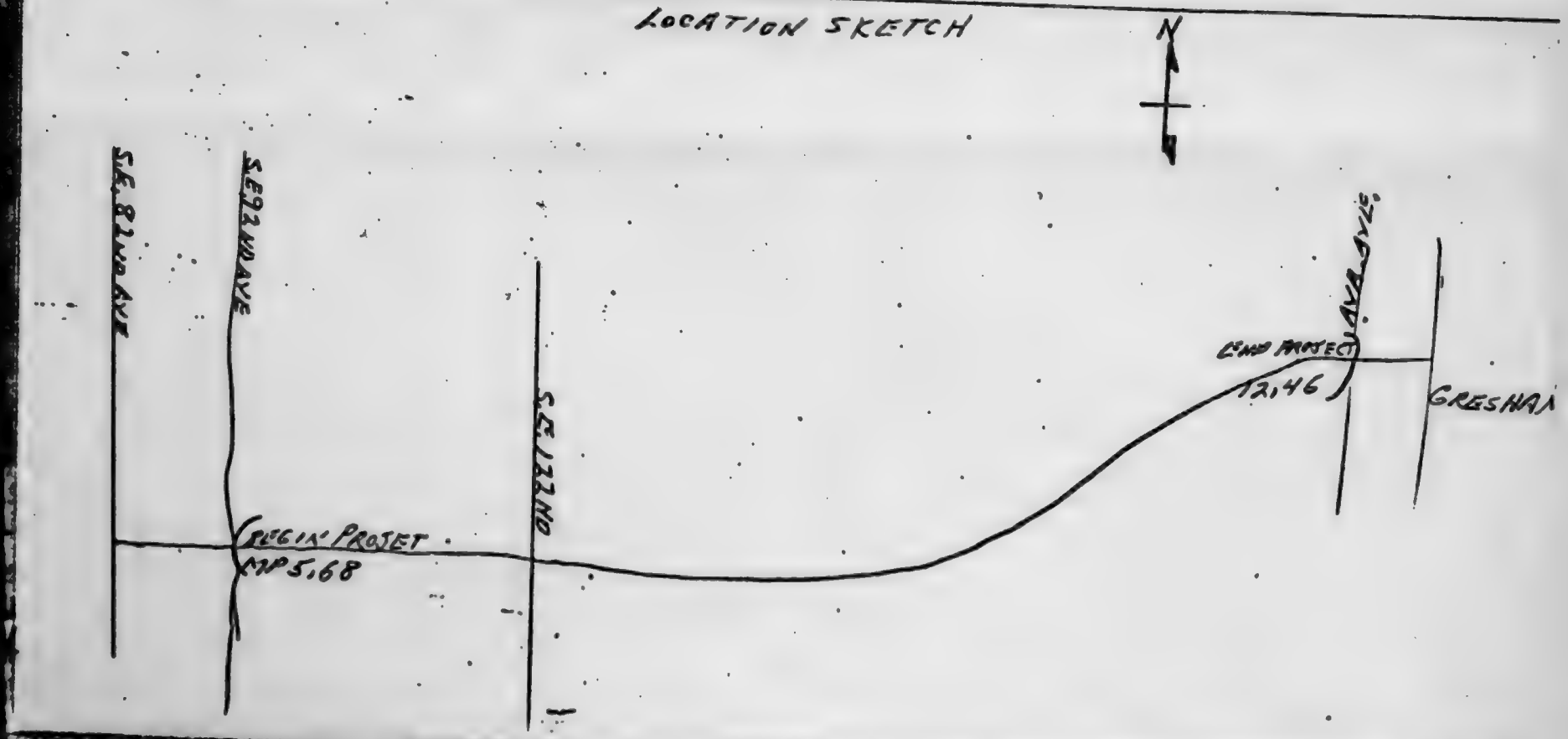
92nd AVE. TO GRESHAM



EXISTING CROSS SECT.
NO CHANGE PROPOSED
EXCEPT 2" OVERLAY

SLOPE OUTSIDE SHOULDER
IS VAR. (PRIMARILY FLAT)

LOCATION SKETCH



Ms. Sharon Drew
16611 SE Market
Portland OR 97233

November 13, 1973

Dear Ms. Drew:

This will acknowledge your recent letter expressing concern over bicycle lanes along Powell Boulevard which are separated from vehicular traffic by paint only.

We recognize that bikeways simply delineated by paint do not provide adequate safety to the cyclist, especially the younger riders who have not learned how to cope with traffic. There are areas, however, where it is impossible to provide separated bikeways at a feasible cost.

The problem on those highways such as Powell Boulevard is that there are inadequate shoulders with drainage ditches on either side. To widen this type facility to achieve a separated bikeway forces the installation of a storm sewer system which makes the project much more costly than can be justified.

This particular bike lane was one of the first constructed on an experimental basis. There were no definite guidelines to use, Oregon being the first state in the Union faced with the problem of bicycle path construction. We felt that a widened shoulder facility would be better than no provision at all.

All bikeways presently under construction are separated from vehicular traffic either by distance or by curbing. We recognize that only this type of bikeway can provide adequate safety for the majority of cyclists, regardless of age.

Very truly yours,

NOTED
E. S. HUNTER

VDW:mc

NOTED
MARIE STEPHENS

Victor D. Wolfe
Location Engineer

Wolfe, Please answer by letter

October 18, 1973

NOTED
A.E. JOHNSON

Dear Sirs:

I am a 30 year old mother of four (ages 3-10) who does not ride a ten-speed bike but an old "slug" about ten years old. I have been an advocate of bike riding long before it became popular. I am also a Den Mother and a Girl Scout Leader who has told her "kids", to use the sidewalks, with courtesy to pedestrians, because most parents would rather pay a fine than a mortician.

Several years ago they built a bike path out by our home. I was elated! The path runs from 90th & Powell to Fresher. I thought "How marvelous, now I can take my kids and go cycling safely". We had even packed a lunch and planned a ride to grandma's hardware store on 62nd & Powell. What a disappointment! The bike path was merely an enlarged shoulder of the road separating us from the 50 MPH traffic with a white line. It was perfect for the traffic, now they could pass cars turning left from the right with no effort at all. They also had somewhere to go in case a dog or tree limb appeared in front of them. And the bike rider; many are guilty of swerving into the path of traffic without looking to avoid some object such as broken glass, rocks, tree limbs ect. Needless to say we abandoned our ride. And we are not alone, I have traveled this route (via automobile) frequently and it is seldom used.

What I want (and I'm sure I'm not alone) is a bike path OFF the roadway. Had they cleared a path a few feet off the original shoulder of the road I think it would have been more successful. And, if it is off the roadway it could be used by bicycles going in both directions cutting costs. Maybe that doesn't sound much safer to you but someone once asked me "Would you drive 50 MPH over the Ross Island Bridge if there were no gaurd rails? " At 50 MPH those gaurd rails don't offer much protection, but

TRANSPORTATION

TIMBER

I'll bet not many people would take the chance without them.

PLEASE, please...In your planning, remember that not all of us ride ten-speed bikes that go as fast as traffic and that the majority of us are mothers with children on the back, oldster's, and children. In fact, I'll wager that we outnumber the commuters (long distance types) who these paths seem to be designed for. Thank you for taking the time to read this letter, my opinions may not alter your decisions but at least I have exercised my right to express them.

Sharon Drew

Sharon Drew

16611 S.E Market
Portland, Ore. 97233

RECEIVED
OCT 19 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

TIMBER STRUCTURES, INC.

13.3

418

RECEIVED
STATE HWY ENGR
MR 273
REFER TO
FOR
Sec'y | Trucks | Cyd | Dir | Asst | Act | File

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 29, 1973

Mr. Bred A. Granata
Attorney at Law
Menlo Park Plaza Professional Building
531 N. E. 123rd Avenue
Portland, Oregon 97230

Dear Mr. Granata:

In answer to your recent letter concerning automobiles parking and driving on the Powell Boulevard bicycle route, the Highway Division has advised me it also is concerned with the problems that have developed on this type of bicycle facility.

Following the passage of the Bicycle Bill, the Highway Division attempted to develop areas where the safety of the bicyclist could be improved by shoulder widening, staying within the existing rights-of-way. While these bikeways are not entirely successful, they do provide a safer route for bicycles than what existed previously. Special bikeways are now being designed and constructed which are fully spparated from the highway. Some of these projects utilize open space adjacent to highways or within the highway right-of-way, while others are located within parks. These facilities will provide maximum safety for the cyclist; however, they are very costly and can be located only in limited areas.

I am confident that workable bicycle routes will be developed through evaluation of the facilities now constructed, those under construction, and exchange of experience with other governmental agencies nationwide. This is the procedure the Highway Division is following.

Sincerely,

Governor

NOTE
F. B. KLAB

TM:dm

bcc: Highway

COPY

3.14.7 Granata to Highway

FRED A. GRANATA
ATTORNEY AT LAW
MENLO PARK PLAZA PROFESSIONAL BUILDING
531 N. E. 123rd AVENUE
PORTLAND, OREGON 97230
252-3439

MAR 14 1973

March 9, 1973

Honorable Tom McCall
Governor of the State of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor McCall:

The enclosed letter to the Oregonian prompts me to write you on my own observations. On Powell Blvd., what is deemed a bicycle path is often no more than a parking lane marked as a bicycle path. Because there are numerous residences along the route, visitors, having no other parking area, must park in the bike lanes. Thus, bicycle riders, on passing these parked vehicles, are forced to go into the automobile lanes.

I have not observed this situation on the Lake Oswego-West Linn path, because there are few residences, but like Mrs. Edmonds, I have seen the bicycle lane often used as another place for motor vehicles to pass. I assume that this is illegal, but only a fraction of the violators could ever be caught.

What is really needed, I respectfully suggest, is a re-examination of the bicycle path program. Paths should be provided sufficiently far enough from highways so that bike riders are totally safe from all motor vehicles.

Very truly yours,

Fred A. Granata

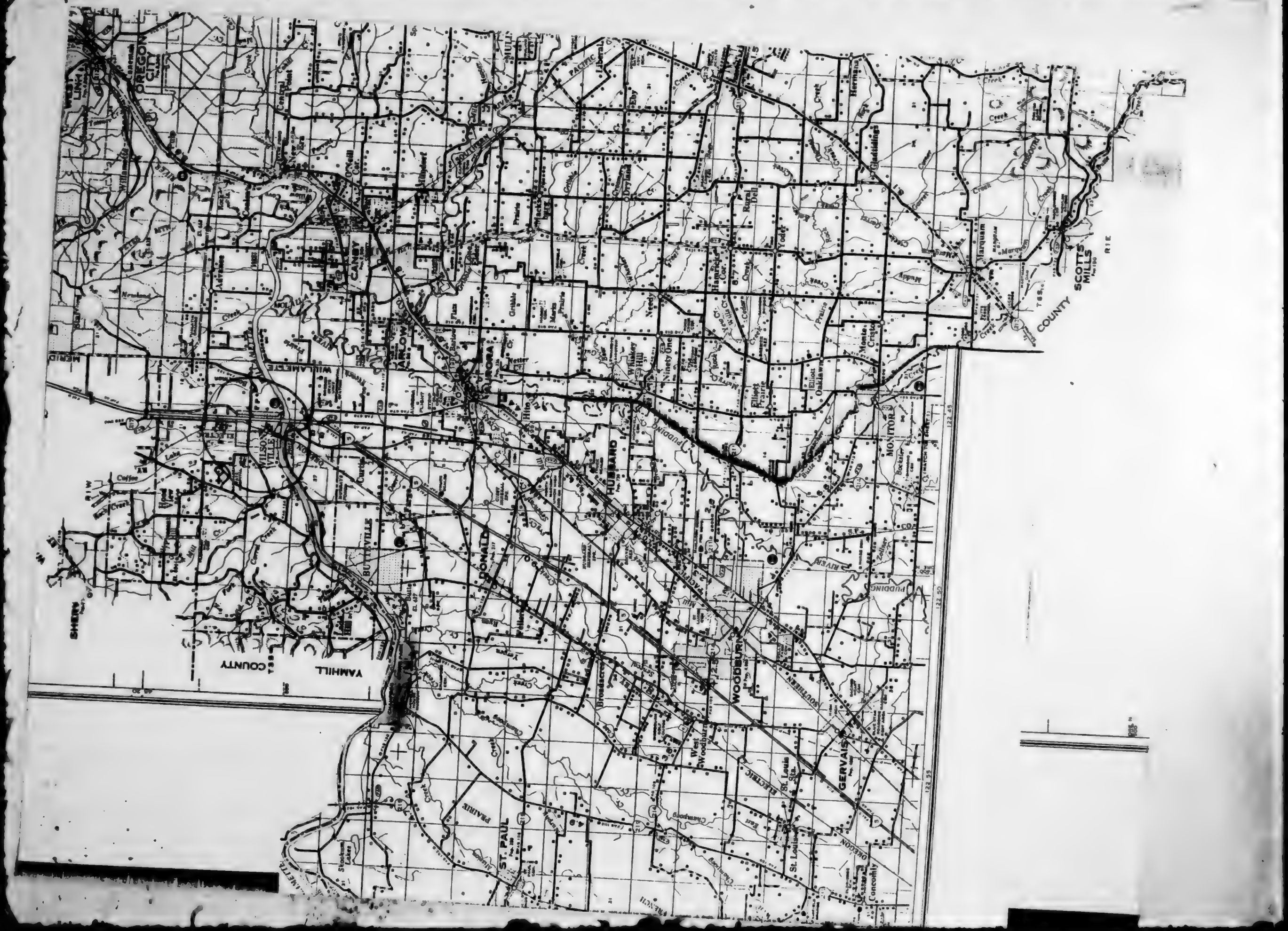
FG:mjf
enclosure

RECEIVED
MAR 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 16 '73
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
MAR 19 1973
LOCATION SECTION

RECEIVED
MAR 15 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS


OREGON CITY
CANBY
AURORA
DONALD
HUBBARD
WOODBURN
GERVAIS
ST. PAUL
SCOTTS MILLS
MONITOR
MARION COUNTY
YAMHILL COUNTY
WILLAMETTE
PUDDING
PACIFIC
SOUTHERN
ELECTRIC
OREGON
Ninety One
Whiskey Hill
Elliott Prairie
Elliott Oakdale
Monte Cristo
Marquam
Zollner
Concordia
West Woodburn
St. Louis
Stockton Lakes
Butteville
Barlow
Prairie
Creek
Mill
Ditch
Canal
Lake
Slough
R1W
R2W
R3W
R1E
R2E
R3E
T5S
T6S
T7S
122.49
122.50
122.51
122.52
122.53

FORM S-20 (REV. 10-61)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1972
5-11-72

SUBJECT: Bicycle Path Delineators
Rubber Posts

To: Lloyd P. Shaw
ASST. STATE HIGHWAY ENGINEER

B U I L D I N G

On March 10, 1972, Region 1 installed 292 rubber posts (2 feet high) on the bike path on Powell Boulevard - Mt. Hood Hwy. #26, MP 7.7 to MP 11.8.

These posts have been knocked down and broken off until none of the original installation remains.

Week Ending	Posts & Bases Destroyed	Base Intact, Post Gone
March 17	41	70
March 24	43	108
March 31	29	53
April 7	67	89
April 14	29	47
	206	367

These rubber posts cost approximately $10.00 to furnish and install.

206 posts & bases destroyed @ $10.00 = $2,060
367 posts only destroyed @ $6.00 = 2,173
$4,233

It has cost approximately $4,500 to keep this installation functioning. All these posts have been struck.

District 4 installed these delineators in the vicinity of Albany and report minimal loss.

Copy to Bothman
with note: Use 1' wide stripe. No raised conc. divider.
5-11-72

Bike path passing

To the Editor: Why do people continually use the bike path on SE Powell Blvd. as a passing lane? Don't they realize they could swallow up a child on a bicycle with no warning at the speed they are traveling? Recently after 5 p.m., when stopped for a child with bike wanting to cross Powell Blvd. at 148th Ave. no less than 20 cars passed me on the right (which is the bike path) and through the left turn lane with no regard for the situation. Finally, I turned on my emergency blinkers, but this did not stop any of them.

We are patiently awaiting traffic signals to be erected at this intersection. In the meantime there have been several accidents and two young people have been killed there.

The signals can't be any too soon the way people are driving. They can only tend to slow the traffic which does not now have any stops between 136th Ave. and Gresham.

MRS. BARBARA EDMONDS,
3730 SE 153rd Ave.

District 3 installed these delineators in the vicinity of Labish on 99-E. The reported loss is 30% per week. 30% loss per week results in approximately 70 posts per week for 4 weeks, or 280 delineators.

280 x $10.00 = $2,800.00

Most of the markers are fastened to the pavement with epoxy. The epoxy holds, but the pavement separates.

Various trials have been made to absorb the impact by inserting a pipe in the center, but this has failed. At present, we are cutting the height of the delineator from 2 feet to 1 foot. This will lessen the impact and still provide a visible and real separation.

If this fails, I recommend we proceed with precast concrete panels approximately 3 1/2" high.

Robert N. Bothman
Maintenance Engineer

By: Carl M. Williams

Carl M. Williams
Maintenance Services Engineer

CMW:mlp

RECEIVED
APR 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30-R 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: April 27, 1972

To: R. N. Bothman
Maintenance Engineer

SUBJECT:

FROM: L. W. Rulien
Regional Engineer

SUBJECT: Bike Route Delineators

The bike route delineation system is just not working. The delineators are an eyesore even when the height is reduced. The installation, maintenance, and upkeep of the delineators is inordinately expensive both in terms of dollars and the commitments of manpower. Obviously, from the amount and frequency of impact by vehicles on the delineators, they are not effectively doing the intended job; in fact, I suspicion that they are inviting traffic. The delineators would pose an impossible winter snow removal operation. I believe that we should immediately remove the ones on the Powell bike path and not install them on the Oswego Highway bike path. A critical review of these sections indicates to me that our striping and stenciling should be sufficiently clear in itself, and that the delineators add very little except more problems. Please advise.

LWR/cr
cc L. P. Shaw
Mike Stovall
Don Adams

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8303

RECEIVED
APR 27 1972
FOR FILING

Bikeways
Portland

April 25, 1972

Ms. Gladys Krieger
Box 14
Estacada, Oregon 97023

418

Dear Ms. Krieger:

This is in response to your letter of March 28, 1972 concerning the bike path route delineators along Powell Boulevard in Portland.

The delineators which you observed along this route were placed on an experimental basis. They consist of a two foot rubber hose material which, when hit by a car or truck, bend and then rebound to their original position.

We feel it is necessary to place some type of barrier between the highway and bike route to protect the bicyclists. Every time one of the delineators is hit, we might assume that a bicyclist could have been hit instead.

We are continuing our efforts to find a method of delineation which is more pleasing to the environment and yet will provide for the safety of the bicyclists.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

WA:mp jf

bc: Tom Edwards
F. B. Klaboe
Gary Sund
R. N. Bothman

MAINTENANCE ENGINEER
RECEIVED
APR 6 1972
MT | AME | AME | OE | AG
BME | ES | AA | FILE | TA

Estacada, Ore
Mar. 28- 1972

Department of Public Roads.

Dear Sirs:

Im writing my complaint, and it is my first one, about the most ridiculous things ever put on a street where traffic is heavy. The metal stakes on Powell Blvd. from 190th on toward Portland. These stakes designate a bike path. The hazard they cause can be a real tragedy in an emergency.

The highway crews have enough to do without spending their time to replace these silly obsticales, and believe me they are just that!

Our bus drivers have it hard enough without trying to dodge these things. Believe me they could express their few words on this subject if given a chance.

One can't pull off the street unless practically stopped then one would completely block this so called path.

Please do a "reverse" on this project. Remove these hazards before someone is injured or dies from an accident. That can be prevented!

The crews installing lines in this area find these obsticales always in the way, no matter which way they turn.

I can see the marked areas for bikes as a good thing but the stakes are detrimental to a good highway system. They cost the taxpayers many hard earned dollars that are just wasted on such projects as ridiculous as this is.

I will vote NO on any such future wasting of highway funds it will take to keep these obsticales in place.

There should be a count of every post bent over & broken every day! It would tell a tale, I'm sure. The street looks ugly with all these crooked un-slightly obstacles - and they have been up for just a few days! I use this highway often and find I'm distressed every time I travel this road. I sincerely hope this project can be an example of what to do about future thoughts of placing these obsticales on any other streets. They are a real hazard to all cars use Darnell Blvd in the area where they are installed.

Sincerely
Gladys Krieger
Estacada, Ore.

8303

RECEIVED
MAR 20 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

P. O. Box 02157 Portland 97202 March 14, 1972

Bikeway

Add

Mrs. Arthur Gran
255 S. E. Evelyn
Gresham, Oregon 97030

Dear Mrs. Gran:

Thank you for your letter of March 7 giving us your thoughts on the bikeway along Powell Blvd. I am passing your thoughts along to the people most involved in our bikeway program.

With or without provisions for a bikeway, we have noted the movement of pedestrians and bikes along Powell. The provision of the bikeway does, we feel, help safeguard this movement. We are continuing to develop an effective system for delineating the area between the vehicle travel lanes and the bikeway, which would be both effective and safe.

Thank you again for your comments.

Very truly yours,

NOTED
E. S. HUNTER

RECEIVED
MAR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

L. W. Rulien
Regional Engineer

cc File
Hunter

LWR/cr
cc R. N. Bothman
James McClure
Mike Stovall

RECEIVED
MAR 21 1972

255 S.E. Evelyn
Gresham, Oregon
March 7, 1972

Highway Division
Milwaukie Maintenance Station
9200 S.E. McLaughlin Blvd.
Milwaukie, Oregon

DISTRICT 1B
RECEIVED
MAR 9 - 1972
NOTED A. ☐ ADMIN ☐ DMO

To Whom This May Concern,

I am not sure to whom this letter should be directed. But would you please send it on to the right person.

Thank you for having enough common sence left to have removed today those 2 rows of hazardous white poles supposedly to isolate the bike-way from 174th and Powell eastward.

Every day for many years I have traveled that route morning and evening. Last Thursday and Friday, I couldn't believe it! Those poles stuck in inviting all sorts of accidents, plus the fact of removing entirely precious

shoulders which can be a life-saver or an accident waiting in more ways than one. And besides, on an already narrow two lane state highway which is becoming more used because of Gresham's growth and because of Centennial High.

Bikeways are great, but I believe they should be built beyond the shoulder of the road.

Sincerely,
Mrs. Arthur Gran

.8304 Tillamook & Trask River Bridges W of Tillamook (Maintenance painting) 1975

8-304

8

CLARK PAINTING COMPANY

INDUSTRIAL COATINGS & SAND BLASTING

1725 CHICAGO ST. • SALT LAKE CITY, UTAH 84116
(801) 322-3525 TLX 388-377

RECEIVED
NOV 28 1977
ATTORNEY GENERAL
SALEM, OREGON

RECEIVED
NOV 29 1977
LEGAL

November 23, 1977

West Hills Water Company
P.O. Box 372
Tillamook, Oregon 97141

Attention: Mrs. John Blaser, Sec.
West Hills Water Company

Subject: Broken Water Line
Trask River Bridge

Dear Mrs. Blaser:

I have been out of state all summer and have not had the opportunity to reply to your letters.

Upon reinvestigating the situation with my superintendent and a couple of men who worked for him on the job, they all state that they did not remove any bands from the water line. The break did not occur while we were working on the bridge but at night.

Due to the above circumstances we cannot accept responsibility for the break in your water line.

The removal of the planking under the bridge was not part of our contract. Mr. Chet Anderson of the State of Oregon told our superintendent to take the planks down and stack them under the bridge. This we did. We presumed the State would contact the Water District and advise them the planks were removed. We did not submit a claim to the State of Oregon for this extra work since it took such a short time. The State did not request any further action from us in this matter.

We have no knowledge of anything that subsequently transpired between the State of Oregon and the West Hills Water

OTHER OFFICES | 2931 CLOVERDALE AVENUE • CONCORD, CALIFORNIA 94518 • (415) 686-1550 TLX 336-513
9921 ST. CHARLES ROCK ROAD • ST. ANN, MISSOURI • (314) 427-1114 TLX 442-524
ROUTE 1, BOX 333C • ARLINGTON, WASHINGTON 98223 • (206) 435-5581 TLX 321-208

NOTED
C. W. HEAD

INDUSTRIAL COATINGS
& SAND BLASTING

CLARK PAINTING COMPANY

1725 CHICAGO ST. • SALT LAKE CITY, UTAH 84116
(801) 322-3525 TLX 388-377

November 23, 1977

District over the planks.

Very truly yours,

CLARK PAINTING COMPANY

Roy G. Wiscombe
Division Manager

RGW/th

cc: C.W. Head, Commission Services
Dept. of Transportation

James Reddin
Attorney General
State of Oregon

OTHER OFFICES | 2931 CLOVERDALE AVENUE • CONCORD, CALIFORNIA 94518 • (415) 686-1550 TLX 338-513
9921 ST CHARLES ROCK ROAD • ST. ANN, MISSOURI • (314) 427-1114 TLX 442-524
ROUTE 1, BOX 333C • ARLINGTON, WASHINGTON 98223 • (206) 435-5581 TLX 321-208

West Hills Water Co.

P. O. Box 372
TILLAMOOK, OREGON 97141

August 30, 1977

Commercial Union Ins. Co.
1 Beacon St.
Boston, Mass. 02108

Re: Clark Painting Co. Insured
Break on Trask River Bridge
#8309

Gentlemen:

Our Water Company made a request in August of 1976 for reimbursement of damages from the above painting company. We received one reply stating they would assume no responsibility. We had to delay replying to their letter until this spring in order to verify our records in regards to all work done on the Trask Bridge line in previous years. Copies of both theirs and our letters are enclosed. The information in their letter was erronous. We also talked with people living nearby the bridge, and were told they saw bridge planking being carried away by people on the painting crew. We have not been given the courtsey of a reply to our May 12, 1977 letter.

We feel that possibly because we are a small company and the damage bill requested is small, Clark Painting is ignoring the whole thing. We are sending letters and copies of correspondance on this matter to our Secretary of State and to the Attorney General since the State of Oregon hired Clark Painting to do the work. We are asking their advice about the collection of the original amount of $816.46 plus the additional cost of planking in the amount of $225.00, or a total amount now of $1,041.46.

Sincerely,

NOTED
C. W. HEAD

Mrs. John Blaser, Sec.
West Hills Water Co.

Copies: James Reddin, Att. Gen.eral
Secretary of State f State - Clark Painting Co.

West Hills Water Co.

P. O. Box 372
TILLAMOOK, OREGON 97141

copy to Barrie 9/2

August 30, 1977

Mr. James Reddin
Attorney General
State of Oregon
Salem, Oregon 97310

Dear Sir:

In July of 1976 we experienced a break on our water line and a loss of water due to contracted painting work being done on the Trask River Bridge by Clarke Painting Co. of Salt Lake City for the State of Oregon Highway Department. We sent letters to Clarke Painting and to thier insurance company. We received one letter from the painting company, as per attached copy.

Due to the death of the plumber, who has done all work on our line for many years, I was unable to gather the necessary information to reply to their letter until this spring, May 12th. Copies of these letters are also enclosed. We feel that our letter shows Clarke Painting to be in error in their statements concerning our bridge line. We have never received the courtsey of a reply to our May 12th letter.

We have been advised that to seek a suit in court was impossible due to the small amount. We ask for $816.46 for repairs and water loss and additional $225.00 for the loss of planking which was used to service the bridge line.

We have reached the point of wondering what good Bonds are to any one, if they are so difficult to get any action from the damaging companies. A small bill may seem very unimportant to the State of Oregon, the Bonding Company, and to the Clarke Painting Company, but to our public water company of 84 members $800.00 to $1000.00 is extremely important.

We would appreciate your advise and council on this matter.

Sincerely,

Mrs. John Blaser, Sec.
West Hills Water Co.

CC: Commercial Union Ins. Co.
Clarke Painting Co.
Home Insurance Co.
C. W. Head, Commission Services
Department of Transportation

RECEIVED
SEP 1 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8304

May 19, 1977

Mrs. John Blaser, Secretary-Director
West Hills Water Company, Inc.
P. O. Box 372
Tillamook, OR 97141

Dear Mrs. Blaser:

The Clark Painting Company Contract No. 8304, maintenance painting of the Tillamook and Trask River Bridges was completed on July 20, 1976, and accepted on September 7, 1976.

Your claim in the amount of $816.46 for repair of your water line was filed with the Secretary of State on September 17, 1976, and was assigned his file no. 5120.

The surety, Commercial Union Insurance Company, 1 Beacon Street, Boston, MA 02108, was notified that your claim was filed with the Secretary of State in August of last year.

Attached are excerpts from Oregon Revised Statutes relating to public contracts. Action by claimant on contractor's bond is outlined on page 3.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

Enclosure

bc: C. T. Keasey

May 12, 1977

Mr. Howard Johnson, Supt.
Clark Painting Company
1725 Chicago St.
Salt Lake City, Utah 84116

Subject: Broken Water Line
Trask River Bridge

Dear Mr. Johnson:

Due to the death of the man who installed our original line and did all the repair work, we have been unable to reply to your letter. We have made an investigation of the points brought up in your letter and was not until recently to get all needed information.

In answer to your mention of Mr. Francis Jenck, this gentlemen does not live at that residence, nor is he a member of the West Hills Water Company, merely the brother of Donald Jenck who resides at the Trask River Bridge. He would not have accurate knowledge of breaks on our line.

We made a survey of the breaks on the main line from April 1971 to October, 1976. There was only one break at the Trask River Bridge, other than the one that occured when your company was painting. In checking further back on any breaks, there was only one at the bridge from the time the line was installed in 1954, and that was in June of 1969. Mr. Don Jenck did help repair the break with Mr. Burckard, the plumber. The other break was in May of 1972. At that time 200 feet of new enamel coal tar coated pipe was installed and new bands. These bands were made by a local foundry and designed by Mr. Bill Anderson, a director of the Water Company.

The planks were installed May 15, 1972. There were 400 lineal feet of 2/12 fir timbers, #1 clear for planking. It cost $84.00 to install the planking just for labor. They were removed by your crew and later carried away by either the crew or people in the area.

May 12, 1977
West Hills Water Co.

We do feel the loss would not have accured had proper steps been taking while on this job. If we can supply any further information, we will gladly do so.

Sincerely,

Mrs. John Blaser, Sec.
West Hills Water Co.
Board of Directors
P.O. Box 372
Tillamook, Ore. 97141

Copies:

Mr. C. W. Head
Commission Services
Department of Transportation
State Hwy. Bldg.
Salem, Ore. 97310

Roy G. Wiscombe
Division Manager
Clark Painting Co.
1725 Chicago St.
Salt Lake City, Utah 84116

Home Insurance Co.
747 East South Temple
Salt Lake City, Utah 84102

RECEIVED
MAY 13 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

May 11, 1977

C. W. Head
Commission Services
Department of Transportation
State Hwy. Bldg.
Salem, Oregon, 97310

Re: Job-Tillamook-Trask River
Bridge Painting- Clark Painting

Dear Sir:

We are inquiring as to the bond status of Clark Painting Company of Utah, who contracted to paint the Trask River Bridge here.

We have not settled our complaint with this company due to the death of the plumber, Mr. Burckard, who installed and maintained our line. Mr. Burckard had all the pertinent information to the questions raised in the letter from Clark Painting. We have now the copies of all billings to prove the line one the bridge was not in constant repair and was held by metal hangars.

A copy of our correspondence to Clark Painting will be sent to you.

Sincerely,

Mrs. John Blazer, Secretary-Director
West Hills Water Company, Inc.
P.O. Box 372
Tillamook, Ore. 97141

RECEIVED
MAY 13 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8304

October 1, 1976

Commercial Union Assurance Companies
211 West Armour Blvd.
Kansas City, Missouri 64111

Attention: S. Naccarato

Gentlemen:

Reference is made to your letter of September 27 concerning the Clark Painting Company Contract No. 8304, Tillamook and Trask River Bridges in Tillamook County.

The final contract price on this project was $36,655. The $29,869.79 amount which was given in your status inquiry form was apparently the amount paid to date which was in June of 1976.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

Commercial Union Assurance Companies
211 WEST ARMOUR BLVD., KANSAS CITY, MISSOURI 64111

September 27, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
State Highway Building
Salem, Oregon 97310

Re: Bond CK 71185-53 - Clark Painting Company - State of Oregon - Contr. 8304 - Painting Tillamook & Trask River Bridge, Netarts Hwy. Tillamook County, Oregon

Gentlemen:

Your letter of September 15, 1976 referring to a letter dated September 7 on the above captioned contract addressed to our Home Office in Boston has been referred to this office.

We do not have a copy of the September 7 letter which you relate concerns release of final payment.

Please accept this letter as the Surety's consent to the release of final payment to the contractor in accordance with the contract documents.

In your letter you indicated the total contract was $36,655 (same as original) whereas in answer to our status inquiry you had indicated the final contract price was $29,869.79. Would you please confirm which amount is the total final contract amount. Thank you.

Yours very truly,

S. Naccarato

S. Naccarato/kc

Regional Bond Department

cc: St. Louis Branch Office
St. Louis, Missouri

Bob Thompson
Final contract price #36,655.
In June 1976 the amt. pd to date was #29,869.79

RECEIVED
OCT 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8304

15

September 15, 1976

Commercial Union Insurance Co.
1 Beacon Street
Boston, MA 02108

Gentlemen:

On September 7, 1976, we wrote to you concerning release of final payment on Contract No. 8304 awarded to Clark Painting Company for maintenance painting on the Tillamook and Trask River Bridges on the Netarts Highway in Tillamook County.

Final payment on this contract is $1,832.76 and the total contract amount is $36,655. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Enc.

cc Clark Painting Company
1725 Chicago St.
Salt Lake City, Utah 84116

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8304

13

CLARK PAINTING COMPANY
INDUSTRIAL COATINGS & SAND BLASTING
1725 CHICAGO ST. • SALT LAKE CITY, UTAH 84116
(801) 322-3525 TLX 388-377

September 2, 1976

West Hills Water Company, Inc.
P.O. Box 372
Tillamook, Oregon 97141

Attention: Mrs. John Blaser, Secretary - Director

Subject: Broken Water Line
Trask River Bridge #8304

Dear Mrs. Blaser:

I am sorry about the delay in answering your request for payment for the broken water line on the Trask River Bridge. I wanted to get input from Howard Johnson who was the superintendent on the job. I received the enclosed letter from him today concerning the break.

We must deny payment for this break since it was not our fault. We did not remove the bands from the pipe.

I also talked to Howard Johnson on the phone on this matter and he stated that when he discovered the break on July 3, 1976 the bands were not removed from the pipe as stated in your letter of August 6, 1976. He did notice some bands that were broken and others that were loose, apparently from vibration of the traffic. Mr. Francis Jenck, who lives next to the bridge, stated that the pipe breakage is a common occurance, since it has happened several times in the past.

Mr. Howard Johnson told me that the bands used to support the pipe are simply plumbers tape rather than support rods and pipe hangers normally used in this type service.

In view of the above information we do not feel we have any liability in the matter.

I would appreciate any additional comments you may have in this matter.

OTHER OFFICES 2931 CLOVERDALE AVENUE • CONCORD, CALIFORNIA 94518 • (415) 686-1550 T.
9921 ST. CHARLES ROCK ROAD • ST. ANN, MISSOURI • (314) 427-1114 TLX 442 5
ROUTE 1 BOX 333C • ARLINGTON, WASHINGTON 98223 • (206) 435-5581 T.

INDUSTRIAL COATINGS
& SAND BLASTING

CLARK PAINTING COMPANY

1725 CHICAGO ST. • SALT LAKE CITY, UTAH 84116
(801) 322-3525 TLX 388-377

Very truly yours,

CLARK PAINTING COMPANY

Roy G. Wiscombe
Division Manager

RGW/th

cc: Dept of Transportation
State Highway Building
Salem, Oregon 97310

Attn: C.W. Head

cc: Home Insurance Company
747 East South Temple
Salt Lake City, Utah 84102

(Sent copy to John Bond 9/7/76

NOTED
C. W. HEAD

RECEIVED
SEP 7 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OTHER OFFICES 2931 CLOVERDALE AVENUE • CONCORD CALIFORNIA 94518 • (415) 686-1550 TLX 338-513
9921 ST CHARLES ROCK ROAD • ST ANN, MISSOURI • (314) 427-1114 TLX 442-524
ROUTE 1, BOX 333C • ARLINGTON WASHINGTON 98223 • (206) 435-5581 TLX 321-208

Howard Johnson, Supt.
Clark Painting Compan
1725 Chicago St.
Salt Lake Cit , Ut. 84115
August 23, 197

West Hill Water Company, Inc.
Tillamook, Oregon 97141

Job Name: Tillamook-Trask River Bridge
Painting Project

Gentlemen:

In answer to your letter to Clark Painting Company dated August 6, 1976, stating that my crew and I were the fault of a water line break under the Trask River Bridge because of some bands being removed. This is not true. I told my men it would not be necessary to remove any of the bands in order to do this job, and they were not removed.

Before we started the job, I went under the bridge to check the pipes and found one of the bands on the pipes already broken. The morning of July 3, 1976 I went under the bridge and found one of the pipes broken. Not knowing whom to contact, I went to a farm right next to the bridge and told a Mr. Francis Jenck. He said that this was not unusual, and that it happened quite often. I can see why. Every time a log truck or any heavy equipment goes over the bridge, it shakes and bounces causing the bands to loosen around the pipes.

In conclusion, I must say, it is no fault of ours that your water line broke. I have informed my company (Clark Painting Company) of this, and also not to make payment.

Sincerely,

Howard Johnson

Howard Johnson, Supt.
CLARK PAINTING COMPAN

RECEIVED
SEP 7 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8304

5720

Files

cp

FILED
SEP 17 1976
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 26, 1976

West Hills Water Company, Inc.
P. O. Box 372
Tillamook, OR 97141

NOTED ON CARD
9-21-76

RECEIVED
SEP 30 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Attention: Mrs. John Blaser
Sec.-Director

Gentlemen:

Mr. Chet Anderson, Highway Division Resident Engineer, has forwarded to us a copy of your letter dated August 6, 1976, with attachments, to Clark Painting Company stating they owe you $816.46 for your repairing of your water line.

This appears to be in reference to the Clark Painting Company Contract No. 8304, maintenance painting on the Tillamook and Trask River Bridges on the Netarts Highway in Tillamook County.

The Commercial Union Insurance Company furnished the bond on this contract which is given to assure completion of the job and payment of all bills incurred in it.

We will notify the surety and principal contractor of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
SEP 1 1976
CLAY MYERS
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED
C. W. HEAD

CWH:kkr

cc: Clark Painting Company
1725 Chicago Street
Salt Lake City, UT 84116

Commercial Union Insurance Co.
1 Beacon Street
Boston, MA 02108

bc: C. T. Keasey
Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

West Hills Water Company, Inc.
Tillamook, Ore. 97141
August 6, 1976

Clark Painting Co.
1725 Chicago St.
Salt Lake City, Utah 84116

Job Name: Tillamook-Trask River
Bridge Painting Project

Gentleman:

A break occured on our water line under the Trask River Bridge during the time your crew was painting the bridge. They removed bands that secured the line to the bridge and did not put them back. The bands kept the weight and pressure of the water in the line from causing the line to snake and eventually break. The line separated sometime after work on July 2nd and ran until one of your crew discovered it Saturday morning, July 3rd, about 8 AM.

I did talk to the Job Foreman about the break and he stated that nothing had been removed except the planks, which were used to walk on. Three of our men and Mr. Burckard, th plumber, stated that all the securing bands had been removed and the line was loose. The bands had been there earlier. Mr. Burckard has told us the break was due to the removal of the securing bands.

We just received the bills on repairing this break and they are:

Tillamook City Water	2,921,000 gallons	$876.00
(West Hills customer usage) (metered)	882,463 gallons	- 264.74
	Break water loss	$611.26

Burckard Plumbing	$150.00
Clarence Veek, Director West Hills Water Co.	20.00
William Anderson, Director	12.50
Francis Smith, Customer	22.50
Total Repair Expense	$205.20

Total Due West Hills Water Company $816.46

West Hills Water Company, Inc.
Tillamook, Ore. 97141
August 6, 1976

Clark Painting Co.
1725 Chicago St.
Salt Lake City, Utah 84116

Job Name: Tillamook-Trask River
Bridge Painting Project

Gentleman:

A break occured on our water line under the Trask River Bridge during the time your crew was painting the bridge. They removed bands that secured the line to the bridge and did not put them back. The bands kept the weight and pressure of the water in the line from causing the line to snake and eventually break. The line separated sometime after work on July 2nd and ran until one of your crew discovered it Saturday morning, July 3rd, about 8 AM.

I did talk to the Job Foreman about the break and he stated that nothing had been removed except the planks, which were used to walk on. Three of our men and Mr. Burckard, th plumber, stated that all the securing bands had been removed and the line was loose. The bands had been there earlier. Mr. Burckard has told us the break was due to the removal of the securing bands.

We just received the bills on repairing this break and they are:

Tillamook City Water	2,921,000 gallons	$876.00
(West Hills customer usage) (metered)	882,463 gallons	- 264.74
Break water loss		$611.26

Burckard Plumbing	$150.00
Clarence Veek, Director West Hills Water Co.	20.00
William Anderson, Director	12.50
Francis Smith, Customer	22.50
Total Repair Expense	$205.20

Total Due West Hills Water Company $816.46

We have enclosed copies of Tillamook City's bill and Burckard Plumbing's bill. We are also sending copies to the Resident Engineer here in Tillamook. We would appreciate hearing from you on this matter as soon as possible.

Sincerely,

John Blaser

Mrs. John Blaser, Sec.- Director
West Hills Water Company, Inc.
P.O. Box 372
Tillamook, Oregon 97141

CC: Mr. Chet Anderson
Resident Engineer
Oregon State Highway Division
P.O. Box 169
Tillamook, Oregon 97141

1ST

TILLAMOOK WATER COMMISSION

Offices: City Hall - 1902 Third St.
TILLAMOOK, OREGON 97141

TILLAMOOK WATER COMMISSION

PLEASE PAY THIS AMOUNT

METER READINGS Previous	Present	Water Used
163	2,500	2,337

Date	Credit or Arrears	Water	Sewer	Date	Total Due
Oct 26 15		701.10			
		701.10		Nov 26 15	701.10

DO NOT STAPLE THIS PORTION OF BILL MUST ACCOMPANY YOUR REMITTANCE

IMPORTANT This bill is due and payable on or before the 10th of month following the billing date. Arrears will appear if not paid before the 24th. Accounts may be paid in advance.
CREDITS INDICATED IN RED.

TILLAMOOK WATER COMMISSION

Offices: City Hall - 1902 Third St.
TILLAMOOK, OREGON 97141

TILLAMOOK WATER COMMISSION

PLEASE PAY THIS AMOUNT

METER READINGS Previous	Present	Water Used
48,730	49,313	583

Date	Credit or Arrears	Water	Sewer	Date	Total Due
Oct 26 15		174.90			
		174.90		Nov 26 15	174.90

DO NOT STAPLE THIS PORTION OF BILL MUST ACCOMPANY YOUR REMITTANCE

IMPORTANT This bill is due and payable on or before the 10th of month following the billing date. Arrears will appear if not paid before the 24th. Accounts may be paid in advance.
CREDITS INDICATED IN RED

BURCKARD PLUMBING

MASTER PLUMBING CONTRACTORS

1403 Third Street · Tillamook, Oregon 97141
Phone 842-4512

West Hills Water
C/o 850 Pitarts Hy. W.
Tillamook, Ore 97141

Augs, 1976

FINANCE CHARGES on past due accounts, 30 days after first billing, is a fixed amount of 1½% per month on unpaid balance, which is 18% ANNUAL PERCENTAGE RATE.

7-3-76		Repair leak under Tank River Bridge.	
	1	4" OD x Long 1-437-0413-003 Smith Blair dresser Coupling	63 70
		Labor 3½ each Ken-Morgan	87 50
			151 20
		Thank You	

FORM 81-734.3030

1510

Keasey RECEIVED Richards
Bond Glenn
Jackmond AUG 0 1976 Berg
Harwood
Warren

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE CONSTRUCTION SECTION FILE: 129-4212

August 19, 1976
Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Third Notification
West Hills Water Co. Claim
Tillamook & Trask R. Bridges
Netarts Hwy. Br. Painting
Contract 8304

Attached are:

1. West Hills Water Co. (WHWC) August 6, 1976 letter filing a $816.42 claim against Clark Painting Co.
2. Third notification
3. Resident Engineer Chet Anderson's August 10, 1976 letter of transmittal, analysis and recommendation.

This office has reviewed Standard Specification 107.21 to which Mr. Anderson refers. We agree that since Clark Painting Co. posted Special Liability insurance, per Special Provision 107.25, it would be inappropriate for us to withhold payment but surety bond should be held and not released until this claim is resolved.

Please process the third notification with this and Mr. Anderson's analysis attached. Also arrange for the claim to be filed with Cecil Head.

For the record, Mr. Anderson, by a copy of this letter, is requested to answer:

1. Did the Highway Division or Clark Painting Co. notify WHWC to disconnect their water line supports for bridge painting purposes. If not, why not?
2. Did the Highway Division instruct Clark Painting Co. to disconnect the supports or to paint under the supports?

Apparently, answers to both questions are negative. WHWC was invited to the pre-construction conference but didn't attend. We had no written letter to WHWC or follow-up regarding the need for them to remove the supports and protect their line nor did the contractor. But we did expect the contractor to paint under the supports.

The amount of leakage is very questionable.

GWW/dea
Attach.
cc: Chet Anderson

FORM 81.734.3050

1510

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Tillamook, Oregon

August 10, 1976

RECEIVED

FILE: 129-4212

FROM: C. Anderson
Resident Engineer

TO: G. Wimer
Region II Construction Engineer

SUBJECT: Third Notification & West Hills Water District Claim for Damages
Tillamook & Trask River Bridges
Netarts Highway
Tillamook County
Contract #8304

All work onthe project and all paper work items are complete. The Third Notification is being submitted herewith.

The West Hills Water District located west of Tillamook has, by permit, a 4 inch steel water line on the Trask River Bridge. A leak developed at a coupling on this water line while the contractor was painting the bridge. The water district is now requesting that the contractor pay for the repair of the leak and for the spilled water. Enclosed is a copy of their request. I had requested that the water district send their billing directly to the contractor.

Normally a Third Notification wouldn't be submitted and a request would be made to withhold payment to the contractor of an appropriate amount of money until such a claim was settled. But on this job a special liability insurance item was included as a bid item on the project and as outlined in Section 107.21 of The Standard Specifications, withholding of money isn't allowed when special liability insurance is included on a project.

Therefore full payment of money due the contractor will probably have to be made but it's recommended that the contract not be "finaled" so the special liability insurance will remain in effect until this claim problem is resolved.

C. Anderson

C. Anderson
Resident Engineer

8304

FORM 81-784-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tillamook & Trask River Bridges		WEEK ENDING: August 7, 1976
HIGHWAY: Netarts		SECTION PREFIX: 129-4212
NAME OF JOB: Tillamook & Trask River Bidges	KIND OF WORK: Maintenance Painting	COUNTY: Tillamook
CONTRACTOR: Clark Painting Co.	CONTRACT NUMBER: 8304	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 2, 1975	DATE WORK STARTED: June 1, 1976	ESTIMATED COMPLETION DATE: ———
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS: 80	WORK DAYS USED: 50
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 41,969.98	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 62.5 %
EXCLUSIVE OF ENGINEERING: $ 38,304.48	ENGINEERING AUTHORIZATION $ 3,665.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 38,304.48	ENGINEERING COST TO DATE $ 8,458.14	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 111%
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 231 %	DATE PROJECT WAS COMPLETED: July 20, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEANING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
miscell.clean-up equip.
———

ESTIMATED PERCENT COMPLETE (STRUCTURES)

	Tillamook River						Trask River	
BRIDGE NO.	Sand Blasting	Painting					Sand Blasting	Painting
PERCENT	100%	100%					100%	100%

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast	--		
MONDAY	" " "	0		
TUESDAY	" " "	0		
WEDNESDAY	" " "	0		
THURSDAY	" " "	0		
FRIDAY	" " "	0		
SATURDAY	———	--		

Routing
Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
AUG 9 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	Clean up started
FRIDAY	Clean up completed
SATURDAY	No activity anticipated.

REMARKS

Field work and paperwork completed, semi final estimate submitted. This the last report.

SIGNED C Bradshaw LOCATION Tillamook

DISTRIBUTION: Const.(2), Region, John Wood, file.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8304

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 9, 1975

Commander (oan)
13th Coast Guard District
Federal Building
915 Second Avenue
Seattle, WA 98174

RECEIVED
STATE HWY ENGR
SEP 10 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Dear Sir:

Tillamook River Bridge
River Mile 1.4, near Tillamook, Oregon
Trask River Bridge
River Mile 1.0, near Tillamook, Oregon
Maintenance Painting

The Oregon State Highway Division plans to call for bids for maintenance painting of the structural steel spans of the subject structures on September 25, 1975.

Each structure has only one steel span and that is across the main channel.

Painting will require the use of cable-hung scaffolding which will encroach approximately 3 1/2 feet vertically into the existing clearance.

Because of the late time of year, it is very possible that no painting will be done this season. In that case, no painting would be done until next spring. In either event, we will notify you prior to the commencement of painting activities.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. Ellison
Bridge Administration Engineer

RWE:dh
cc E. S. Hunter
D. H. Moehring
C. O. Fredrickson

8305 Mosquito Cr. Br. Sec. E. 1975
of McMinnville
(Grading, paving & struc.)

C/1 5574 7-9-75

305 STATE COPY 75

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-155		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Yamhill
MODIFICATION NUMBER 3	3 23 77	Project Number RS-500(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 151,495	$ 159,074
Federal funds	$ 118,453	$ 136,470
Other revisions		

This modification is made for the following reasons: To increase bid item quantity and increase construction engineering to 15%, increase federal aid pro rata to 85.8% which results in a decrease in present additional funding under PL 94-30 to a net of $17,210.40.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of March, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete 88717

GEN. FILES

Oregon State Highway Division
Salem, Oregon March 17, 1977

Federal Aid Project
No. RS-500(2)

Mosquito Creek Bridge Section
FAS 753 in Yamhill County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 0+30 to Sta. 9+00)

Subtotal on previous estimate of November 6, 1975			$54,415.00
Previous Estimate			
Toe Trench Excavation	110 cu.yd.	10.00	1,100.00
			$ 1,100.00
Revised Estimate			
Toe Trench Excavation	595 cu.yd.	10.00	5,950.00
			$ 5,950.00
	Increase		$ 4,850.00
	Subtotal		$59,265.00
	Engineering		8,889.00
	TOTAL		$68,154.00

Type Code X080
Mosquito Cr. Br. #11783A (Sta. 5+35 to Sta. 6+75)

Subtotal on previous estimate of November 6, 1975		$79,061.00
	Engineering	11,859.00
	TOTAL	$90,920.00

Length of Roadway - 0.138 mile
Length of Structure - 0.027 mile
0.165 mile

Cost of Roadway Per Mile - $493,869.56

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 68,154.00	$ 58,470.00	$ 4,842	$ 4,842
Structure	90,920.00	78,000.00	6,460	6,460
TOTAL	$159,074.00	$136,470.00	$11,302	$11,302

Group 1 - 100%
Contract No.: 8305
Prefix No.: 536-1069
Pro Rata: 85.8%

8305

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-128	5-13-76	State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Yamhill
MODIFICATION NUMBER 1	STATE WORK	Project Number RS-500(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$151,495	$ 151,495
Federal funds	$118,453	$ 151,495
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed November 17, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 33,042."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 895-813

8305

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-120	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-17-75	STATE: Oregon COUNTY: Yamhill PROJECT NO.: RS-500(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1.5 mi. S.E. of Unionvale

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-26-75	0.165
OTHER *(Specify)*		

FUNDS: Pro rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 151,495.00	$ 118,453.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright *(Division Engineer)*
for G. L. GREEN

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 6, 1975

Federal Aid Project
No. RS-500(2)

Mosquito Creek Bridge Section
FAS 753, Yamhill County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 0+30 to Sta 9+00)

Temporary Protection and Division of Traffic	All Required		$ 1,500.00
Temporary Signs	30 sq. ft.	5.00	150.00
Temporary Barricades	4 only	100.00	400.00
Flagmen	80 hr.	1.00	80.00
Clearing and Grubbing	All Required		4,525.00
Removal of Structures and Obstructions	All Required		650.00
Embankment Foundation Excavation	300 cu. yd.	5.00	1,500.00
Embankment in Place	3,910 cu. yd.	3.00	11,730.00
Toe Trench Excavation	110 cu. yd.	10.00	1,100.00
Obliteration of Roadway	All Required		300.00
Watering	70 M-gal.	10.00	700.00
1"-0 Aggregate Base	850 cu. yd.	4.50	3,825.00
Class "C" Asphalt Concrete	350 ton	16.00	5,600.00
12-inch Culvert Pipe	36 lin. ft.	10.00	360.00
Guard Rail, Type 2A	475 lin. ft.	11.00	5,225.00
Guard Rail Anchors, Type 1	2 only	250.00	500.00
Guard Rail Anchors, Type 2	2 only	410.00	820.00
Rail End Pieces, Type C	2 only	150.00	300.00
Loose Riprap, Class 700	1,140 cu. yd.	10.00	11,400.00
Filter Blanket	215 cu. yd.	10.00	2,150.00
			$52,815.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 100.00
Temporary Erosion Control (E.W.)	All Required	1,000.00
Seed and Mulch Channel (E.W.)	All Required	500.00
		$ 1,600.00
	Subtotal	$54,415.00
	Engineering	7,346.00
	Total	$61,761.00

Type Code X080
Mosquito Cr. Br. #11783A (Sta. 5+35 to Sta. 6+75)

Structure Excavation	50 cu. yd.	11.00	$ 550.00
Furnish Pile Driving Equipment	All Required		10,000.00
Furnish Prestressed Concrete Piling	1,128 lin. ft.	9.00	10,152.00
Drive Prestressed Concrete Piles	1,014 lin. ft.	1.00	1,014.00
Structural Concrete, Class 3300 (47 cu. yd.)	All Required		7,520.00
4' X 45'/50' Prestressed Slabs	24 only	1,600.00	38,400.00
Reinforcement (7,000 lbs.)	All Required		4,000.00
Metal Rail	275 lin. ft.	27.00	7,425.00
	Subtotal		$79,061.00
	Engineering		10,673.00
	Total		$89,734.00

Length of Roadway	0.138 mile
Length of Structure	0.027 mile
Total	0.165 mile

Cost of Roadway Per mile $447,543.48

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 61,761.00	$ 48,290.00	$ 6,735.50	$ 6,735.50
Structure	89,734.00	70,163.00	9,785.50	9,785.50
Total	$151,495.00	$118,453.00	$16,521.00	$16,521.00

Group 1 100%

Contract No. 8305

Prefix No. 536-1069

March 10, 1977

Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Gentlemen:

On March 7, 1977, we wrote to you concerning release of final payment on Contract No. 8305 awarded to Ross Bros. Construction, Inc., for work on the Mosquito Creek Bridge Section of FAS 753 in Yamhill County.

The total amount of this contract is $130,204.26 including $149.20 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8305

45

January 3, 1977

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract 8305 for the Mosquito Creek Bridge on the Middle Island Road (FAS 753) in Yamhill County. Careful consideration was given to the two reasons you cited.

We believe the time deferred by the stop work order was quite generous. It was originally intended to count all the winter days when the 200 calendar-day contract time was established. This was a comparatively long time for a project this size and recognized the winter seasonal influence on productivity. A "workday" definition of time would have allowed a smaller number of such days.

Our information is that you were advised on June 22 of the "go ahead" decision on the deck slab corrective work. The fact that work did not resume until July 21, almost a month later, cannot be overlooked. If there is some explanation or additional information you could supply in this respect, we would certainly consider it.

We believe the State responded in a reasonable manner to your deck slab problem. It is difficult, however, to relate those circumstances and responsibilities to a valid specification basis for time extension. We must, therefore, respectfully deny your request.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

JAB:fr ja

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 13, 1976

FILE: CON 5 #8305

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Mosquito Creek Bridge
Contract No. 8305
Request for Time Extension

Federal Highway Administration has declined (December 7 letter) the requested 20-day time extension on this project. I have talked to the Area Engineer at some length twice on this matter and I believe he recommended our request, although reluctantly, but was overruled. I emphasized that this was but one of four structures located in three different regions in which the deck problem was found. It took some time to review the circumstances on the other projects and arrive at a position which was consistent and fair on all. The fact that the contractor did not resume work until July 21, or almost a month after the decision on the corrective deck work was made hurts his case and FHWA emphasizes it. Also the contractor has already been given the benefit of a long seasonal stop work order which was not intended when the contract was let.

Since the County Engineer sanctioned this extension and it was also recommended by both the Resident Engineer and the Region office, I suggest we consider granting it on a nonparticipating basis.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
DEC 20 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 7, 1976

In reply refer to: 1041B.2

SUBJECT: Oregon Project RS-500(2)
Mosquito Creek Bridge
Time Extension Request

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
ATTN: E. S. Hunter

Your letter of November 18, 1976, covering the time extension request for the subject project has been reviewed.

The recommendation for an extension of time was based on the delay of a decision by the State to design a satisfactory corrective plan to utilize the deck slabs. As these deck slabs were improperly manufactured, the contractor and his supplier were responsible to furnish a satisfactory product. As the State was furnishing a service to the contractor and he did not resume work for a month after the decision was made, we cannot conur in your recommendation for an extension of time.

G. L. Green

(copies for Coulter)

Routing
Keasey, Bond, Jackmond, Harwood, Johnsen, Walker
RECEIVED
DEC 10 1976
CONSTRUCTION SECTION
Richards, Glenn, Berg

RECEIVED
STATE HWY ENGR
DEC 8 '76
NOTED
E. S. HUNTER
REFER TO
Keasey
FOR
Info | Appr | R-D | D/R | Sign | Act | File

Can you redraft the Fed documentation on a different basis.?

B/up

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 18, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Time Extension Request
Mosquito Creek Bridge
FAP No. RS-500(2)
Contract No. 8305

Ross Brothers Construction, Inc., requests a 20-day increase in this contract time (which would delete all liquidated damages) because of (1) poor grading conditions last spring after a stop work order was lifted and (2) subsequent delay related to the inadequate concrete cover over sonotubes in the precast prestressed slabs.

The first part of the request is not valid because the stop work order issued during the winter on the project conserved time which was originally intended to be counted. At the time that stop work order was issued, there was a high-water situation preventing work in the vicinity of the structure but we also understood that certain County work to be performed on the road to the structure would not be done until the 1976 summer season anyway.

This was one of the structures in which the sonotube problem was discovered on May 14. At that time, the contract was about 68 percent completed, with only 44 percent of the time counted (mainly due to the winter stop work order).

Because of the complexities of the deck slab problem and its relation to the remaining work on the project, activity stopped May 20 and then was not resumed until July 21. The contractor was advised of the decision on corrective work on June 22, or 32 days after the work interruption. The correction is covered by a price agreement which made a lump sum credit to the State in the amount of

$2,500 to cover our added engineering and provided for a corrective plan (entirely at the contractor's expense) for a reinforced concrete overlay from 3 to 6 inches thick. The time to actually do this unforeseen added work is not involved in this extension request. The project was completed September 24 with only 20 days' liquidated damages accrued at $100 per day. The corrective work plan and the related Price Agreement No. 1 were approved by the Federal Highway Administration but the time impact was not set forth then.

We ask your concurrence in a 20-day extension for time the work was stopped while the deck problem was reviewed and a solution reached.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

JAB:fr ja

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8305 Contractor Ross Brothers Construction, Inc.

Highway Yamhill County FAS 753

Section Mosquito Creek Bridge Section

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 20-day extension of contract time because of work interruption while a satisfactory plan to correct inadequate concrete cover over sonotubes in the precast prestressed slabs was determined. This will delete all liquidated damates.

Recommended for Approval:

[redacted]

Region Construction Engineer

for Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No.	8305
Project designation	RS-500(2) State-Federal
Date awarded	October 14, 1975
Work started	October 13, 1975
Per cent completed	100% - September 24, 1976 Date
No. of Workdays Allowed	calendar 200
No. of Workdays Used	calendar 220
No. of Added Workdays Requested	calendar 20

SP*67865-734

B-220 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Oct 11, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 **days to** 220 **days, within which to complete our Contract No.** 8305**, without the assessment of liquidated damages. The said contract is described as follows:**

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: On April 1, 1976 we were given a Recission of Stop Work Order. At this time the weather was such that we could not perform any work except setting the slabs, as indicated in the recission by Fred Lucht, which we proceeded to do so. When the slabs were found to be defective there was no work that we could do untill we received a decision from OSHD for corrective measures. We did not receive anything definite untill the middle of June, all the while our calendar days were running. The long wet spring held up our earthwork operations. During this period of dormancy, OSHD did not have many of the expenses of a normal job under construction and they have been credited additional expenses incured do to the defective slabs. Therefore we feel that there has been no net damages to OSHD do to ~~our overtime.~~

Respectfully submitted,

Ross Bros Construction, Inc.
Contractor

By H. M. Ross V.P.

CONSENT OF SURETY

Date Oct. 15, 19 76

We, SAFECO INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

Frances Bradley

(SEAL)

POTTS, DAVIS & CO. **Donald D. Mortensen**
Resident Agent

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 12, 1976

FILE: CON 5 #8305

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Mosquito Creek Bridge
Contract No. 8305
Request for Time Extension

Ross Brothers Construction, Inc. requests a 20-day increase in this contract time, (which would delete all liquidated damages) because of 1) poor grading conditions last spring after a stop work order was lifted, and 2) subsequent delay related to the inadequate concrete cover over sonotubes in the precast prestressed slabs.

The first part of the request is not valid because the stop work order issued during the winter on the project conserved time which was originally intended to be counted. At the time that stop work order was issued, there was a high water situation preventing work in the vicinity of the structure, but we also understood that certain County work to be performed on the road to the structure would not be done until the '76 summer season anyway.

This was one of the structures in which the sonotube problem was discovered on May 14. At that time, the contract was about 68 percent completed with only 44 percent of the time counted (mainly due to the winter stop work order).

Because of the complexities of the deck slab problem and its relation to the remaining work on the project, activity stopped May 20 and then was not resumed until July 21. The contractor was advised of the decision on corrective work on June 22, or 32 days after the work interruption. The correction is covered by a price agreement which made a lump sum credit to the State in the amount of $2,500 to cover our added engineering and provided for a corrective plan (entirely at the contractor's expense) for a reinforced concrete overlay from 3 to 6 inches thick. The time to actually do this unforeseen added work is not involved in this extension request. The project was completed September 24 with only 20 days liquidated damages accrued at $100 per day. The corrective work plan and the related Price Agreement No. 1 were approved by FHWA, but the time impact was not brought out. The situation may be questionable as to it being within the guidelines of delegated authority for time extension. I suggest we get specific FHWA approval, but concur in the field recommendations for a 20-day extension which would delete all liquidated damages. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED STATE HWY ENGR NOV 17 '76 REFER TO FOR

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 4, 1976

Salem, Oregon

FILE: 536-1069

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Mosquito Cr. Br. Section
Middle Island Road
Yamhill Co. FAS 753
Contract 8305

Attached is a formal request from Ross Brothers Construction, Inc. requesting the number of allowed calendar days be increased from 200 to 220, the actual time it took to complete the project.

The contractor bases his request on two reasons:

1. Poor grading conditions when the suspension of work order was lifted April 1, 1976. This is not a justifiable reason. In fact, we were generous in issuing the suspension of work order for high water conditions.

2. Delays in deciding corrective work to the non-acceptable slabs to make them acceptable. The contractor, supplier, County and State expedited a decision in this matter. However, it still took 32 calendar days. The contractor has already been severely penalized in standing the cost of the repairs and added engineering work. Because of this, we should recognize this reason as being a valid justification for extension of time. This is recommended by Resident Engineer E. J. Hall in his attached November 2, 1976 letter of analysis and transmittal. Yamhill County Engineer Dennis West is in concurrence.

This office also recommends the time needed to eliminate all liquidated damages be granted for the reason expressed above.

GWW/dea
Attach.
cc: E. J. Hall

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 5 1976
CONSTRUCTION
SECTION

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 536-1069

Salem

November 2, 1976

FROM: E. J. Hall
Resident Engineer

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: Mosquito Creek Bridge Section
FAS 753 (Middle Island Road)
Yamhill County
Contract #8305
Contractor Request for
Time Extension

Attached hereto is the contractors request for increase in Calendar Work Days and counter signed by his surety, to complete the subject project.

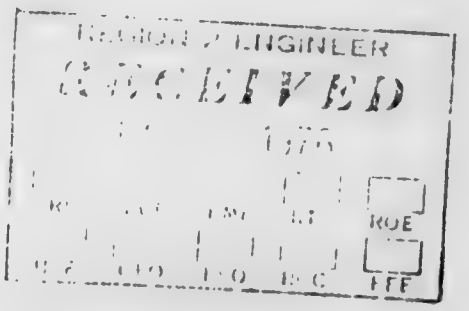
This contract, #8305, was awarded on October 14, 1975 with 200 Calendar days to complete the project. Calendar day count started on October 25, 1975. Project was completed on September 24, 1976 for an overrun of 20 Calendar days.

On May 14, 1976 some defective slabs, already in place, were discovered. Subsequent checking revealed 16 defective slabs.

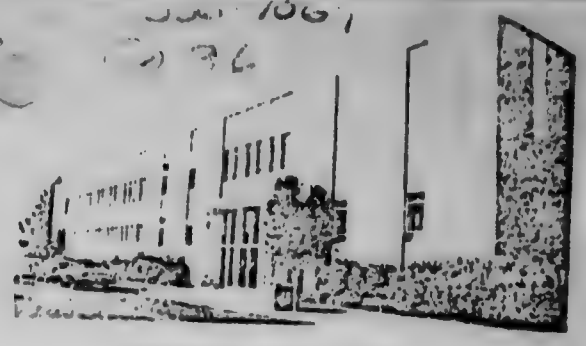
The contractor suspended his grading operations on May 20, 1976 as the bridge embankment could not be completed and the surfacing placed if correction required removal and replacement of the defective slabs.

On June 22, 1976 a final decision was made to repair the slabs in place, and the contractor was notified of the decision that day. Final plans for the repair work were formed and work resumed on July 21, 1976 with all work completed on September 24, 1976.

The 32 Calendar days, from May 20, 1976 to June 22, 1976, during which time the contractor had to suspend his operations while waiting on the State for a decision as to repair or removal of the slabs should be considered in this time request. Based on this delay, this office recommends the time extension be granted without assesment of liquidated damages.



YAMHILL COUNTY
Oregon



COUNTY ENGINEER
Dennis R. West

November 4, 1976

REGION 2 ENGINEER
RECEIVED
NOV 1976
BRO
HTE
OE GEO R/W ROC ENV

Mr. Fred Lucht
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Subject: FAS 753, Mosquito Creek Bridge, Yamhill County

Dear Mr. Lucht:

As per our telephone conversation this date, this letter is to advise you that Yamhill County has no objections to the granting of a 20 day extension to the contractor on Mosquito Creek Bridge project.

Sincerely yours,

Dennis R. West
County Engineer

(The request was made by FHWA 11-18) J-B

DRW/kc

cc: [illegible]

cc Keasey

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
NOV 24 1976
CONSTRUCTION
SECTION
Richards
Gl[illegible]
Lane

8305

STATE HIGHWAY DEPARTMENT

RESIDENT ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

December 11, 1976

MOSQUITO CREEK BRIDGE

SECTION PREFIX: 536-1060

HIGHWAY: FAS 753(MIDDLE ISLAND ROAD)

COUNTY: YAMHILL

NAME OF JOB: MOSQUITO CREEK BRIDGE

KIND OF WORK: GRADING, PAVING, STRUCTURE

CONTRACTOR: BOSS BROS. CONSTRUCTION CO., INC.

CONTRACT NUMBER: 8305

FEDERAL AID PROJECT NUMBER: RS-500(2)

DATE OF CONTRACT: OCTOBER 14, 1975

DATE WORK STARTED: 10-13-75

ESTIMATED COMPLETION DATE: 9-24-76

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN
SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 151,495.26

EXCLUSIVE OF ENGINEERING: $ 134,482.42

ENGINEERING AUTHORIZATION: $ 12,012.84

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 139,482.42

ENGINEERING COST TO DATE: $ 22,336.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 186 %

DATE PROJECT WAS COMPLETED: 9-24-76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.17	.17	.17	.17	.17
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4200	850	0	0	350T
TOTAL QUANTITIES CORRECTED TO DATE	2600	850			350T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	11783A
PERCENT	100%

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	5	Overcast			
MONDAY	6	Foggy-fair			
TUESDAY	7	Cloudy-cool			
WEDNESDAY	8	Cloudy-windy-rainy			
THURSDAY	9	Fair			
FRIDAY	10	Foggy-cold			
SATURDAY	11	Overcast			

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
DEC 14 1976
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Estimate will be complete and sent in this week.

SIGNED E. J. HALL LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

FORM 216

8305

8-3-76

GC

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-58

STATE PROJECT NO. [illegible]-500(2) Mosquito Creek Br.

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 6 '76
REFER TO Kubin
FOR
In'p | Ines | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-20-76	Secondary Route 753	County Road

GENERAL LOCATION:

County Road approximately 1.5 miles SE of Unionvale.

GENERAL DESCRIPTION OF WORK:

Documentation of Price Agreement No. 1 and SFO #1.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 7-20-76 I approve Price Agreement No. 1 and State Force Order No. 1 for slab repair and to document lump sum credit by Contractor to the State for performance of additional engineering work.

There are no additional costs on the above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-76	E. J. Flaherty	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#8305

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-500(2)
Mosquito Creek Bridge

DATE: May 28, 1976

In reply refer to: 1041BR.1

FROM: G. L. Green, Division Administrator

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer

On May 27th engineers from this office inspected the defective precast prestressed slab units on this bridge. Evidentally voids in at least 16 of the 24 slabs floated up to or near the top surface. This resulted in concrete covers of from zero to a little over an inch in the slabs that defects have been found. The plans call for covers of 4 1/2" or 5 1/2" over the 12" and 10" voids. Inasmuch as all the slabs were cast at about the same time by the same supplier, we feel that all the slabs may be defective. In addition it appears that the supplier may have known of the problem because there is evidence of a patch over the worst area. At this time there appears to be no good way to repair the defects and be assured that the slabs will function as designed for the life of the bridge.

We assume that you will reject these slabs. Federal-aid certainly is not eligible for costs associated with these slabs.

Eugene Sand & Gravel is reported to be the supplier. They have furnished slabs on several other Federal-aid jobs in the past year and we strongly urge you to check these for defects.

G. L. Green

cc
OSHD W. Hart

RECEIVED
JUN 1 1976
DOT Operations

6-1-76
Hart
R/D please.
EBV

...TE HIGHWAY DEPART ENT

- Will McGill
FAS 753

FORM E.3n

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 18, 1975

TO ENGINEER IN CHARGE, E. J. Hall

FROM Frank E. Terpin
Frank E. Terpin, Final Design Engineer

SUBJECT Mosquito Creek Bridge Section
FAS 753 (Middle Island Road)
Yamhill County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.00	172.16	.355645

The profile grades included in this tabulation are as follows:

9050 00	Mainline, Centerline	Profile Grade
01	Mainline, Centerline	Subgrade

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 29 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

RECEIVED
SEP 18
RES ASST INSP INSP OM

RECEIVED
SEP 19 1975
OFFICE OF RESIDENT ENGINEER
E J HALL
RE ASS'T ASS'T OE FILE TA.

WM:we
Attachment

Noted
Gary L. Ross

T 80

OREGON STATE HIGHWAY DEPARTMENT

Profile Grade Data Sheet

Highway FAS 753
Section Mosquito Cr. Br.
Number 9050

Engineer Will McGill
Date 9-16-75
Prefix 536-1069

Identification 3–8		P.I. Sta. or Sta. Bk. 9–16		Station Ahead 17–24		P. I. Elev. 25–30		Vert. Offset 31–36		Length V.C. 37–41	Grade Bk. 1st P.I. 42–47	Card No. 48–80
Mainline					℄				Profile	Grade		
9050	00	0+50	00			104	00					001
✓		2+00	00			101	00			200		2
✓		7+25	00			101	00			150		3
✓		9+00	00			108	00					004
9050	01	Subgrade		= −10"								

Instructions: List stations to eight places, elevations and vertical offset to six places. Show to hundredths of a foot. Show length of vertical curve to feet, grade back of 1st P.I. as OX.XXXX%. Be sure that all O+OO stations are written OOOO+OO.OO, and not left blank. Job identification number will be furnished by Data Processing Division the first time the project is submitted.

CB2277(7-74)

8305

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 18, 1975

TO MEMO TO THE FILE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
September 25 Bid Letting

Bids will be opened September 25 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. N. W. Ninth Street at Buchanan Avenue (Corvallis)
City Street, Benton County
Grade, Pave and Signal Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Five-foot concrete sidewalks will be provided on Ninth Street 600 feet north on both sides and 300 feet south on the east side only. Four ramps will be provided at intersection.

2. Clackamas River (McLoughlin) Bridge
Pacific Highway East, Clackamas County
Bridge Painting Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Milton Creek and Beaver Creek Bridges
FAS 816, 689 and 854, Columbia County
Structures (4) Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514 (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Thirty-four-foot roadway width will be provided on the two Milton Creek Bridges and the Beaver Creek Bridge on the Old Columbia Highway. A 30-foot roadway width will be provided on Beaver Creek Bridge on McDonald Road.

4. Bend Maintenance Building
The Dalles-California Highway, Deschutes County
Building Project

Same as No. 2.

5. Candlelight Drive-Louis Street (Eugene)
FAUS 1320, Royal Avenue, Lane County
Grade and Pave Project

Six-foot Class III bike lanes to be provided. Five-foot concrete sidewalks with curb cuts also provided. 1.35 miles in length. This is a City of Eugene design.

6. S. E. 92nd Avenue-N. W. Ava Avenue
Mt. Hood Highway, FAUS 0640, Multnomah County
Grade, Pave and Signals Project

Class II bikeway will be provided from 136th Avenue to Ava Avenue as replacement of existing Class III bikeway. From 92nd Avenue to 136th Avenue, 8-foot paved shoulders will be provided except at channelized intersections, where 4-foot shoulders will be provided. Five miles in length.

7. Tillamook and Trask Rivers Bridges
Netarts Highway, Tillamook County
Bridge Painting Project

Same as No. 2.

8. Mosquito Creek Bridge, FAS 753
~~Middle Island Road, Yamhill County~~
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Grading and paving incidental to structure, which is 140 feet in length. Roadway width will be 30 feet. A 4-foot shoulder will be provided on short 200-foot approaches.

9. Scott Creek-Stony Brook Section
Umpqua Highway, Douglas County
Grade, Pave and Passing Bay Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Four-foot shoulders will be provided.

10. Corvallis-Lebanon Highway at County Roads 704 and 705
Corvallis-Lebanon Highway, Linn County
Channelization Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

cc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

DES:jp ja

9305

July 9, 1975

Board of County Commissioners
Yamhill County
Courthouse
McMinnville, OR 97128

Attention: Wanda Catt
County Clerk

MISC. CONTRACTS AND
AGREEMENTS No. 5374

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement covering the construction of the Mosquito Creek Bridge on Middle Island Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction Number 6-222

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-26-75

BY (Signature): L. W. Rulien's June 25, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 58 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
58	RS-500(2)	0.16	178,500	139,500

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Mosquito Creek Bridge Section Yamhill County State of Oregon	Grade, drain, high type pavement and one structure

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 30 75

REFER TO Hunter
FOR
Info | Inves | R/D | D/C | Sign | Act | File

7-1-75
ORIGINAL TO
L.W. Rulien

RECEIVED
JUL 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-26-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-68
(Rev. 8-71)

GPO 915-690

June 25, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rutten
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-500(2)

We are submitting program data for one project, Item No. 58, Project No. RS-500(2), "Mosquito Creek Bridge Section", which we desire to have included in the Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on August 14, 1975.

One copy each of State Clearinghouse and District 3 Clearinghouse A-95 review approval letters, dated September 9, 1974 and September 4, 1974, respectively were forwarded previously.

JG:bz
Encl.

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-25-75

CARD 2 | REPORT NUMBER (10)(20): 1 | PROJECT LOCATION (45 typewriter spaces) (21): Co. Rd., approx 1.5 mi SE of Unionvale (65) | ADT | PRESENT: 200* | FUTURE (66): 300 | YEAR (70)(71)(72): 95 | REGION: 10 | STATE NAME: Oregon

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28): Gr., Dr., H.T. pave, One Bridge (52) | NATL. FOREST (63)(65): | FM ROUTE NO. (66)(68): | SUPV AGCY (69): | DA CLASSIF. (70): | DA AREA (71): | EMERG. YR. (72)(73): | PL. AUTH YR (74)(75): | PROJECT NUMBER: PREFIX LETTER(S) (14)(23): RS- | NUMBER (17): 500

CARD 4 | CLASS OF FEDERAL FUNDS: Rural Secondary | COUNTY NAME: Yamhill

NAME OF URBAN AREA (17-31): --- | ROUTE NO.: S | FEDERAL-AID (32): 753 | STATE (36)(37): Co. Rd. | U.S.: ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(1-4 & 5)	(16)	41	42								
5					PE		Co. Rd., approx. 1.5 mi. S.E. of Unionvale					
5					ROW							
5					CONST (CODE) X080 6201		"Mosquito Cr. Br. Section"	0.16	178,500	139,500	19,500	19,500 (C
								0.16	178,500	139.500	19,500	19,500 (C

CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS

1 | 14 | PROGRAM APPROVAL DATES (16)(23)(24)(33) | REMARKS

* DHV is 40.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-25-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., approx 1.5 mi SE of Unionvale		200*	300	95	10	Oregon	41	075	58

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
. pave, One Bridge								RS-	500	(2)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Yamhill	071	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	753	Co. Rd.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., approx. 1.5 mi. S.E. of Unionvale						Gr., dr., H.T. pave 2- 12' lanes with 4' shldrs. Const. one bridge (L. 140') & place riprap. (County to remove ext'g. bridge, sign & maintain detour)
ROW								
CONST (CODE) X080 6201		"Mosquito Cr. Br. Section"	0.16	178,500	139,500	19,500	19,500 (Co.)	ROW-60' normal; Access control-none; Parking restrictions--none.
		PROJECT TOTALS	0.16	178,500	139.500	19,500	19,500 (Co.)	

APPROVAL DATES

REMARKS

* DHV is 40.

-OVER-

USCOMM-DUSCOMM-DC 46908-P61

MOSQUITO CREEK BRIDGE SECTION

Project No. RS-500(2)

Existing Facility:

Roadway - - - 16-foot bituminous surface
Bridge - - - Pile trestle structure 84 feet long with 17-foot horizontal clearance.

Adjacent Sections: 16-foot bituminous surfaced roadway.

Project Data: The work, on improved alignment, consists of (1) grade, drain and high-type pave approach roadway, at both ends of bridge, to accommodate two 12-foot travel lanes with 4-foot paved shoulders; (2) constructing one prestressed concrete slab span bridge (Br. No. 11783A) 140 feet long with 30-foot nominal horizontal clearance; (3) construction of channel change; (4) placing riprap; (5) installing guardrail; (6) and incidental work common to this type of project.

NOTE: County to remove existing structure, sign and maintain detour.

Data for PR-37:

Roadway Type Code 6201 - - - - - - - - - - -	$ 75,200
Structure Type Code X080 - - - - - - - - - -	$ 103,300

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: None required.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated September 9, 1974 and September 4, 1974, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA February 18, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - Not required under Oregon Action Pla this is a category 3 project needing a nonsignificant am of additional right-of-way.
(b) Location/Design - - Granted under the "Secondary Road Pl May 9, 1975.

Control of Utilities: The State does not have, at this time, the authority to control the use of utilities on the right-of-way of t project. A State-County agreement is being prepared to comply wit graph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market route, a school bus route an route.

NOTE: This project is in Congressional District No. 1.

OSQUITO CREEK BRIDGE SECTION

Project No. RS-500(2)

16-foot bituminous surface
Pile trestle structure 84 feet long with 17-foot
horizontal clearance.

16-foot bituminous surfaced roadway.

work, on improved alignment, consists of (1) grade,
e pave approach roadway, at both ends of bridge, to
-foot travel lanes with 4-foot paved shoulders; (2)
prestressed concrete slab span bridge (Br. No. 11783A)
n 30-foot nominal horizontal clearance; (3) construction
; (4) placing riprap; (5) installing guardrail; (6) and
ommon to this type of project.

remove existing structure, sign and maintain detour.

e Code 6201 - - - - - - - - - -	$ 75,200
ype Code X080 - - - - - - - - -	$ 103,300

nimum Standards: None.

tance Payments: None required.

irports, Water Development, Railroads, Recreation and
: None involved.

rements: State Clearinghouse and District 3 Clearing-
ew approval letters dated September 9, 1974 and September 4,
ely.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by the FHWA February 18, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - Not required under Oregon Action Plan as this is a category 3 project needing a nonsignificant amount of additional right-of-way.
(b) Location/Design - - Granted under the "Secondary Road Plan" May 9, 1975.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market route, a school bus route and mail route.

NOTE: This project is in Congressional District No. 1.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 536-1432

April 4, 1975

Salem, Oregon

FROM: G. W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Mosquito Creek Bridge
Middle Island Road
Yamhill County

TO: Don Trout
DESIGN OFFICE ENGINEER

On March 25, 1975 you indicated being unable to secure a Division of State Lands Permit because of questions posed by the Yamhill Soil and Water Conservation District.

Therefore Assistant Resident Engineer L. P. Drake did meet with Bill Forrest of the U. S. Soil Conservation Service, Stan Christianson of the Yamhill Water and Soil Conservation District, Merle Church of the Yamhill Water and Soil Conservation District and Dennis West, Yamhill County Engineer. Accompanying Mr. Drake were Region II Environmentalist Eddie Welsh and Hydraulics Engineer Dick Lenz. See his attached March 31, 1975 report and its attachment.

In summary the Soil Conservations Representatives are now agreeable, subject to;

1. Yamhill County doing the seeding and mulching with the U. S. Soil Conservation Service as advisors. This would be at County expense, not chargeable to the project. However, I would be concerned about the loss of our control over this erosion control item. Therefore, the bid item, or contingency item should be retained with the specifications giving us the right to cancel the item without any claim on the Contractors part.

2. The irrigation pond on Mr. Charles F. Bates' property not being damaged. Also that any growth or vegetation outside the project limits also not be disturbed. Both these items should be spelled out in the project special provisions. Please arrange for this.

You should now be able to contact the Division of State Lands and secure the necessary permit.

Mr. Drake was also requested by Mr. West to stake the brush removal and channel change for right-of-way negotiation purposes. Estimate of cost is one crew day or $200. This I authorized even though the survey authorization is currently 222% of the

Return To ___ Bring Up ___ Other ___
ROAD DESIGN SECTION
Christianson
R. Olson
Trout
Copy

$3500 authorization or a total of $7800 spent to date. He was also instruction to immediately submit a second authorization.

GWW:lb
Attachs.

cc: D. Harwell
R. Lenz
C. Lehman

536-1432

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

REGION 2 ENGINEER
RECEIVED
APR 2 1975
000 C
D F GEO R/W C RFE

DATE March 31, 1975

TO Mr. C.O. Fredrickson
REGION II ENGINEER

ATTN: G.W. Wimer

FROM L.P. Drake
Assistant Resident Engineer

SUBJECT Mosquito Cr. Bridge
Middle Island Road
Yamhill County
536-1432

In response to the expressed concern of Messrs. Bill Forrest of the U.S. Soil Conservation Service and Stan Christianson of Yamhill Water and Soil Conservation District, I met with those gentlemen, as well as Mr. Merle Church of the latter organization, at the project sight on the afternoon of March 27, 1975. Also present were Yamhill County Engineer Dennis West, Region 2 Environmentalist Eddie Welsh, and Location Section's Hydraulics Engineer, Dick Lenz.

The conservation people questioned the need for the proposed channel change, and were particularly concerned about work on the north side of the road, where the land owner has stabilized the overflow channel slopes by sodding. I assured them that we proposed only to cut through the existing roadway and blend our excavated channel slopes into the existing sodded channel with a minimum of disturbance. The fact that the proposed channel change would also remove brush on the south side of the road was another point of concern, but they agreed that the alignment of the overflow channel would be greatly improved if the channel change is made.

The possibility of completing the project without disturbing of the present overflow channel was mention, but I pointed out that to do this, and retain the grade and alignment which the county wants, would require a longer structure which would add approximately $ 100,000 to the cost of the project. From this point on, we discussed details of the channel change and random fills. The result of this discussion was that the County now proposes to do all seeding and mulching of slopes, with the advice of theU.S. Soil Conservation Service.

All of the foregoing had barely begun when Mr. and Mrs. Charles F. Bates, Rt. 1 Box 101, Dayton drove up and joined the group. Mr. Bates' objections to the project were not so easily met. Yamhill County Engineer Dennis West attempted to explain why we should spend so much of the taxpayers' money to replace the present structure, and from there we went on to the channel change, which would occupy part of Mr. Bates' land.

His principal concern was for an irrigation pond, outlined in blue on the attached sketch, which is a portion of the vicinity map. He tells us he developed this pond, which is fed by a number of springs and provides a year-around supply of water which is his only source of irrigation. I countered his accusation that we wanted to take his pond away from him and drain all the water out of it by pointing out that the bottom of the proposed channel is two feet higher than the surface of the waterin his pond. He ended his responding haranque by instucting me not to tell him about"any two feet" so I complied.

He next deplored the removal of the brush which the channel change would necessitate, stating that this past winter's flood had eroded away part of his rubarb patch despite the protection of the full growth of brush. Dick Lenz explained that the presence of the brush creates turbulence in the floodwaters and erodes soil away from the roots, whereas we propose to create a straight channel through the property, with smooth slopes which should provide for a smooth flow of water and minimize the trouble with turbulence. Although not satisfied, Mr. Bates at least appeared thoughtful.

Mr. West requested that stakes be set to show the limits of the brush removal which the channel change would require. He felt this would facilitate his negotiating for an easement with Mr. Bates, who is leaving shortly for a period of several months. I told him that because the survey authorization on this project was already overexpended so badly, I would have to clear it with Region Office before doing any more field work. He promised to submit a written request through Harold Reynolds of County and City Relations Section.

Relative to the problem of Mr. Bates' pond, perhaps the channel could be angled more to the east to line up more with the end of it instead of intercepting it on the corner. Any substantial realignment, or raising of the channel change elevation would require redesigning the bridge to a new skew angle, or to a new length to maintain adequate waterway opening.

In any event, the Special Provisions should emphasize that extreme care must be exercised to avoid damage to the pond.

LPD/mlw

#8305

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 13, 1975

FILE: 536-1432

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: Memo to the File

SUBJECT: Mosquito Creek Bridge Section
Middle Island Road FAS 753
Yamhill County

A meeting was held May 9, 1975, at the Mosquito Creek Bridge, Yamhill County, to discuss the project and determine an alternate for construction.

Those present were:*

Dennis West	- County Engineer
Mrs. Mary Lou Bates	- Adjacent Property Owner
Mr. Don Wiley	- Adjacent Property Owner
Richard Lenz	- Hydraulics Engineer OSHD
Phil Stearns	- Region 2 Federal Aid Engineer

After considerable discussion of the proposed channel change, alternate plans, water flow patterns of the area, and the consequences of brush and tree removal, Dick Lenz proposed the new construction be on the tangent, with the bridge over the existing channel, and some removal of the old fill within the new bridge limits to the elevation of the existing bench. This proposal would allow the existing brush and trees to remain.

Mr. Lenz proposal met with approval of all present. Mr. West requested the Highway Division proceed with this plan raising the existing grade 0.5'±, with 60' right-of-way.

REFERRED TO

Beard Reed
Cole Sample
Eriksen Watson LW.
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

*Other local citizens were present or stopped by to offer input. Names were not obtained.

1 Verstoep ✓
2 Terpin
3 Scott
Swanson
R. Olson
Trout

RECEIVED
MAY 15 1975
ROAD DESIGN SECTION

Requires Reply
Requires Ap
Receiver Keep
Do not File
Return To
Bring Up
Other

POS/elk

cc: Lyle Watson
Dick Lenz
Dennis West

305

-1434

753

MEMORANDUM TO FILES

April 25, 1975

FROM: Robert H. Prange
Rural Engineer
County-City Unit

RE: Mosquito Creek Bridge
Middle Island Road, FAS 750
Yamhill County

Pursuant to the Oregon Action Plan, on category 3 projects public hearings will not be held when nonsignificant amounts of additional right-of-way are required.

By the attached letter, Yamhill County concurs in the environmental assessment and agrees with the category 3, non-major classification of the Mosquito Creek Bridge.

It is concluded therefore that a public hearing will not be required for the subject project.

HR:scr

Attachment

cc: E. S. Hunter
D. E. Swan

NOTED
E. S. HUNTER

RECEIVED
APR 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 16, 1975

FILE: 536-1434

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

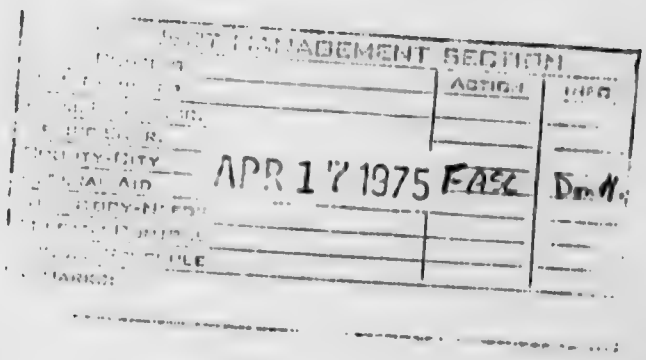
TO: L. W. Rulien
PROJECT MANAGEMENT ENGINEER

SUBJECT: Mosquito Creek Bridge
Middle Island Road FAS 753
Yamhill County

Attached is a copy of a letter from Dennis West, Yamhill County Engineer, requesting the State approve the location and design of the subject project.

POS/elk

Attach.



536-143.

YAMHILL COUNTY

Oregon

REGION 2 ENGINEER
RECEIVED
APR 14 1975
RE | RCE | RME | RTS | RE
DTE | GEO | RSO | RCC | FE

DIRECTOR OF PUBLIC WORKS
Richard Pratt

COUNTY ENGINEER
Dennis West

April 11, 1975

Mr. Phillip O. Stearns
Region 2 Federal Aid Engineer
2960 East State Street
Salem, Oregon 97310

Dear Mr. Stearns:

The environmental assessment for the Mosquito Creek Bridge Project on Middle Island Road, FAS 753, has been reviewed by the County and adequately describes the project and impact on the area. Therefore there is no need for a study report.

The County agrees that the project should be included in the Category 3, non-major classification.

The property owners have been contacted by the County and they have agreed to waive the public hearing. The County concurs that there is no need for a public hearing.

After considering the social, economic, environmental effects, and engineering aspects of the project, the County requests that the State approve the location and design of the project. ✓

Sincerely yours,

Dennis West

Dennis West
County Engineer

DW/kc

cc: Yamhill County Board of Commissioners

8305

J. B. Boyd
Right of Way Engineer

April 11, 1975

C. W. Head
Commission Services

File 48499

As requested, attached are two fully executed copies of a right of way services agreement with Yamhill County covering acquisition on the Mosquito Creek Bridge Section of FAS 753.

fkm

Att.

9305

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 10, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project RS-500(-)
Mosquito Creek Bridge #11783A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Wallace's March 4 memo transmitted preliminary plans for this structure. We have reviewed the site and find that a new bridge is certainly required.

The plans call for a 31'6" width to replace the existing 19-foot wide structure. The approach roadway is about 18-feet wide. The traffic is in the vicinity of 200 ADT. The 32-foot width proposed easily meets the desirable values listed by AASHTO and we have no objections to its use.

for G. L. Green

3-12-75 cc: Rabbi Hemphill
NOTED E. S. HUNTER
3-11-75 cc: Hunt

RECEIVED
STATE HWY ENGR
MAR 11 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAR 11 '75
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Contract 8305

PRO 4-3

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE March 4, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Mosquito Creek Bridge
Middle Island Road, FAS 753
Yamhill County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

APPROVED
E.S.H.
E. S. Hunter
Date 3-5-75

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P. M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

MAR - 6 1975

RECEIVED
MAR 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date Dec. 9, 1975

A. PROJECT IDENTIFICATION

Name of Project Mosquito Creek Bridge (Section) RS-500(-)

Location of Project - Middle Island Road (Highway Name) FAS 753 (Highway No., US - ORE)

(City) Yamhill (County) 2 (Region)

Program FAS-C (Funding) $305,000 (Estimated Cost) 536-1432 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace an existing wooden structure with a reinforced concrete structure.

Origin and History: Yamhill County requested replacement of the existing bridge in June 1974. The Mid Willamette Valley C.O.G. has found it consistent with comprehensive planning for the area. An Authority for Survey was approved by the Oregon State Highway Division in August of 1974.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 0.13 mile

Termini The westerly terminus is approximately 0.01 mile east of Lower Island Road and the easterly terminus is approximately 0.14 mile east of Lower Island Road.

Alignment (new or existing) A new alignment is proposed.

CATEGORY ..... PROJECT

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 0.2 acre of pasture land for R/W and 1.2 acres of pasture and brush land for a channel change.

Typical Section Two travel lanes with paved shoulders. The proposed channel change would be 50 feet wide and approximately 500 feet long.

Bikeway None.

Structures Reinforced concrete bridge approximately 140 feet long with a 32-foot horizontal clearance.

Additional Facilities Provide utility ducts on new structure.

Access Control Access controlled by Yamhill County.

Materials Commercial sources.

Borrow and Waste Disposal A borrow source would be required. A number of commercial sources are available.

Special Construction Methods County will close the road and maintain a detour during construction.

Characteristics (ADT) 200 ADT not anticipated to increase substantially in the future.

Other General Information (or Supplemental information to items)

Proposed changes in the horizontal and vertical alignment would improve safety and sight distance and will shorten the periods of time that the structure will be inundated. Mosquito Creek is an overflow channel from the Willamette River. Water is in the creek during periods of high water only.

Project Sketch Map is Attached: [X] Yes [ ] No

...zations During EIS Prepara-

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

A. Revise alignment to eliminate the double reversing curves. Construct new bridge on same tangent alignment as existing roadway to the East and West.

B. Maintain existing alignment. Replace wooden structure with reinforced concrete structure.

At the request of Yamhill County, alternative A is being proposed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Contact has been made with adjacent property owners.

Public Hearing(s) Schedule: ☐ Not Required ☐ Required X Recommended

Type _____ Tentative Date(s) _____

A-95 Review: ☐ Not Required ☒ Required

Date Submitted _____ Date Received ± Sept. 6, 1974

Expected Coordination with Local, State and Federal Agencies Yamhill County and Corps of Engineers.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Local property owners.

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status		OSHD Date	FHWA Status		FHWA Date
[X]	Survey Authorization	Aug. 1974	[ ]	Systems Planning	
[X]	Reconnaissance	June 1973	[ ]	Prel. Engineering	
[X]	Field Location	Nov. 1974	[ ]	Corridor Approval	
[ ]	Office Location		[ ]	Design Approval	
[ ]	Field Prel. Design		[ ]	Plans, Specifications and Estimates Approval	
[ ]	Office Prel. Design				
[ ]	Final Design				
[ ]	Contract Plans				

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project is located on Middle Island Road on Grand Island. Grand Island is approximately six square miles of land located adjacent to the Willamette River approximately 12 miles north of Salem and separated from the mainland by the Lambert Slough. The island is relatively flat and consists mostly of farm and pasture land with some small wooded areas. Due to the relative low elevation of the island;part of it, including the proposed project, is inundated during a typical high water runoff. During the 1964 winter flood the entire island was inundated.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Projects of this type are considered to be unrelated to any change in noise levels or air pollution that are attributed to road traffic.

The Portland General Electric Co. and the Continental Telephone Co. may be affected by construction.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Approximately 1.4 acres of land will be required. Some pasture land would be taken out of production.

Consequences:

Not significant.

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None.

Consequences:

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

7. Potential for Controversial Issues:

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

In accordance with a working agreement between the Deparment of Environmental Quality and the Oregon State Highway Division, projects of this type are exempted from review by the regional air quality control authority.

b. Noise Standards

c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

Bridge Design Section

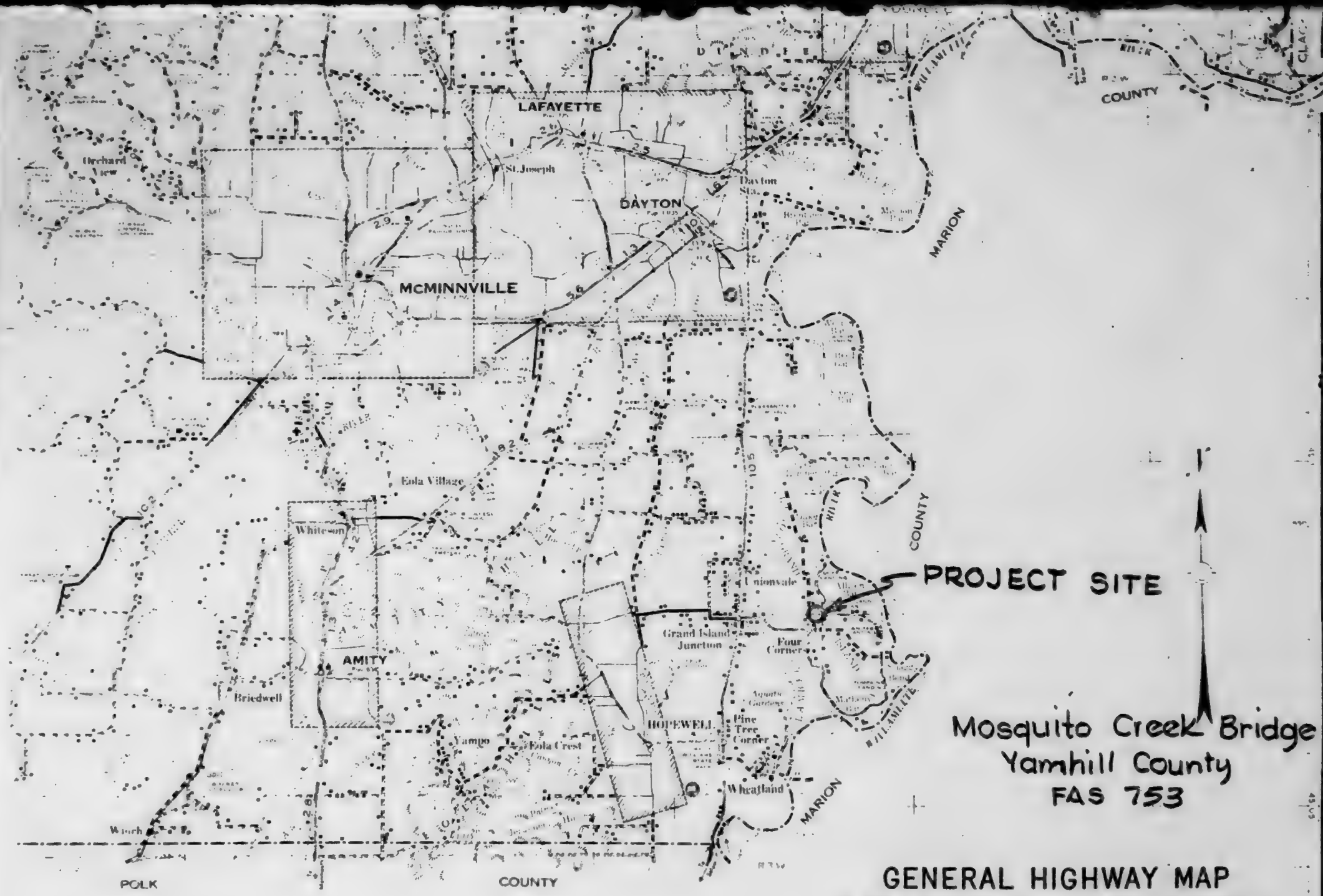
J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other _____

NOTE: According to Chpater I of Title 23 CFR, Part 771, this project is deemed a non-major action.



KEY TO COUNTIES

ARRANGEMENT OF SHEETS FOR YAMHILL COUNTY

GENERAL HIGHWAY MAP

YAMHILL COUNTY

OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE

#8305

FAS 753

Salem, Oregon
February 21, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48499-A - Wiley
48499-B - Rockhill (Bates-C.P.)
Mosquito Creek Bridge Section
County Road
Yamhill County

Attached are 2 descriptions (4 parcels) and an authorization for the subject project which is scheduled for June 19, 1975.

It is our understanding that Yamhill County is to acquire the right of way.

BY: f
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 2 1 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

3 c 5

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 18, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RS-500(-)
Mosquito Creek Bridge
Middle Island Road, FAS 753

FROM G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's January 27, 1975 letter has been reviewed. We concur in your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kaspus
for G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
FEB 27 '75
REFER TO
Hunter
FOR
Info | Inves | R-D | D-R | Sign | Act | File

RECEIVED
FEB 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2-28-75
Rulien - Please handle.

2-28-75
ORIGINAL TO
L.W. Rulien
w/att.

FORM 81-734.3030

FAS 753

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 23, 1974

Salem, OR 97310

FILE:

TO: File

SUBJECT: Mosquito Creek Bridge
Middle Island Road FAS 753
Yamhill County

LOCATION

Mosquito Creek Bridge is located in the NE1/4 Sec. 22 T.5 S., R.3 W., approximately 1.5 miles east of Grand Island Junction on Middle Island Road, FAS 753. Mosquito Creek connects sloughs of the Willamette River on Grand Island and is about 0.5 mile east of Lambert Slough. The purpose of this project is to raise and straighten the existing grade and construct a channel change to prevent frequent flooding of this access road for residents east of the bridge.

HISTORY

Mr. Dennis West, Yamhill County Engineer, states that Mosquito Creek Bridge is inundated annually and that those houses east of the bridge on Middle Island Road are isolated for approximately two weeks each winter. He wants a structure on tangent alignment at a higher grade to allow continued access along Middle Island Road during normal flooding.

Mr. Don Wiley, whose residence is just northeast of the existing bridge, has lived in the area since the early 1940's. He concurred with what Mr. West had said, and also stated that the Salem staff gage reads 20 feet when the bridge is overtopped. Mr. Wiley contends the bridge is inundated for prolonged periods primarily because the Army Corps of Engineers evacuates surplus storage from Willamette River reservoirs after peak runoffs which keeps the Salem gage reading from 22.0 to 23.0 feet for a period of time usually in excess of two weeks. From historical records dating back to 1814 kept by residents of Grand Island, Mr. Wiley indicated that the 1861 flood would have had an adjusted gage height (present datum as of Oct., 1962) of 47.0 feet at Salem as compared to the 1964 flood which had an adjusted gage height of 37.5 feet. The 1974 flood had a gage reading of 32.2 feet. From these same records, Mr. Wiley stated that the last year the Mosquito Creek bridge was not overtopped was 1969.

HYDRAULICS

Mosquito Creek connects two sloughs which are flooded during highwater on the Willamette River. Its channel bottom is silted in and there is little stable vegetation to protect against erosion; however, little erosion occurs from flooding due to the effect of backwater from the Willamette.River. The present structure across Mosquito Creek is protected upstream by brush which impedes channel flow until the bridge is overtopped (elevation 99.0 ± ft.). The 1974 flood was at elevation 104.0 feet which is slightly higher than a normal flood.

1 J
2 T

RECEIVED
DEC 2 1974
ROAD

Debris problems vary according to flooding conditions. Mr. Wiley said that the 1974 flood carried far more debris onto his property than had the 1964 flood. Mr. West and Mr. Wiley concurred that a channel change to the west of the existing bridge and a longer structure are required. The 1974 flood was approximately a 30-year frequency flood, and had a velocity of 3(-) fps through the existing channel.

CONCLUSIONS

The grade raise will cause the roadway to act as a dam during highwater, thus confining the flow to the new channel. A channel with 50-foot bottom width at elevation 84.5 feet and 1-1/2:1 side slopes was determined adequate to convey the 1974 flood with the road elevation at 105(±) feet. The velocity through the new channel would be about 0.3 fps faster than the existing velocities but will not cause erosion if existing erosion control procedures are maintained. Class 100 rip rap, 18 inches deep should be used on newly-constructed embankment slopes.

Richard L. Lenz
Hydraulics Engineer

By Allen G. Mickey

Allen G. Mickey
Hydraulics Technician

AGM:jk

cc: Victor D. Wolfe
Walt Hart
J. H. Versteeg
Harold Reynoldson
C. O. Fredrickson

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1861)
Discharge – c.f.s.	4500	— N.A. —	———
Frequency - yrs.	30	100	100 +
H.W. Elevation Natural Channel	104°	———	———
H.W. Elevation Channel Change	104°	———	———
Ave. Velocity - f.p.s.	3	———	———

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

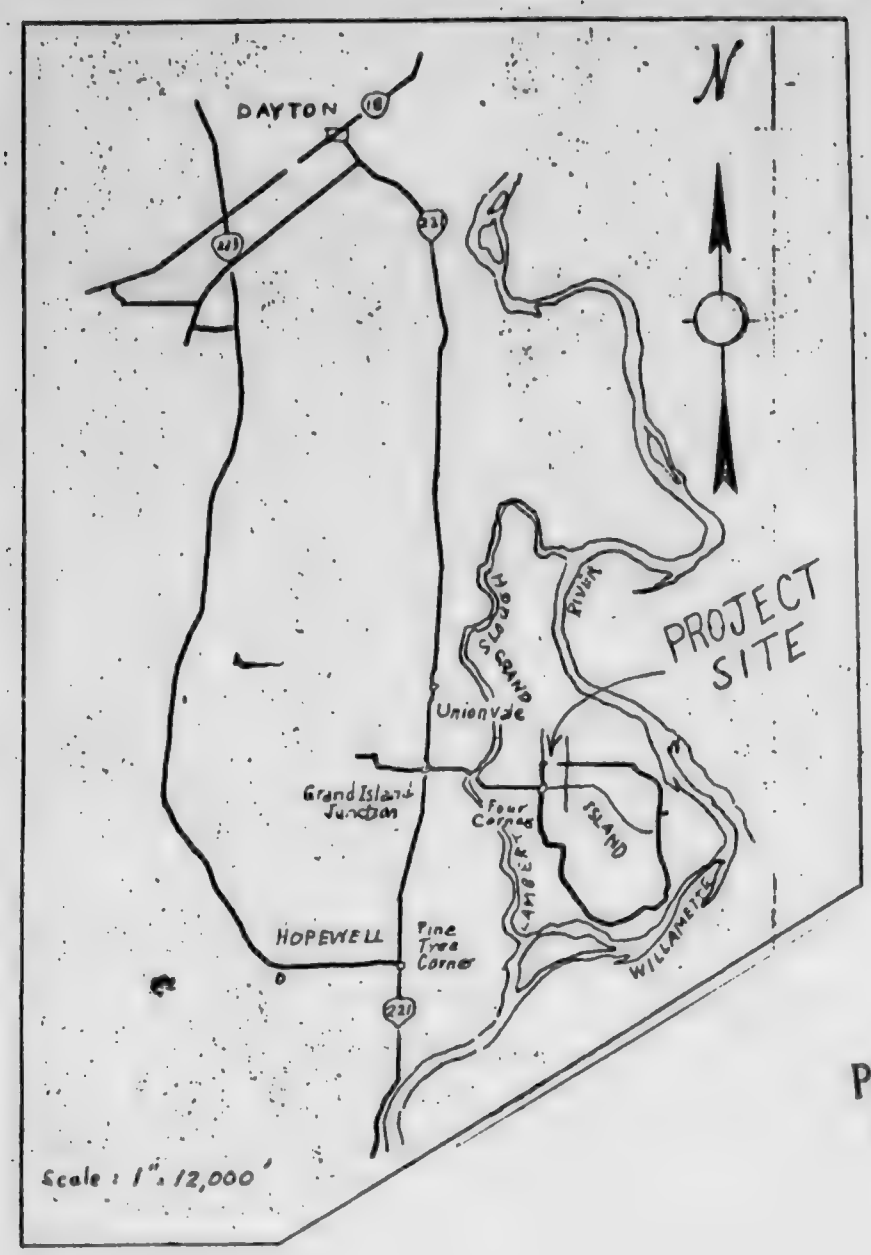
REMARKS: 1964 flood is considered to be of the approximate frequency as that of the 1861 flood, but due to reservoir storage by the Willamette River dams had a greatly reduced gage height. (9 ft. ±).

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Mosquito Creek Bridge
Middle Island Road FAS 753
Yamhill County

COMPILED BY	DATE
A.G. Mickey	12-23-74

Mosquito Creek Bridge Sec.
FAS 753 Middle Island Rd.
Yamhill Co.



PRELIMINARY COPY
SUBJECT TO CHANGE

#8305

FAS 763

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 19, 1974

FROM: J. H. Verstee
Road Design Engineer

SUBJECT: Mosquito Creek Bridge-Grande Island Section
Yamhill County

TO: MEMORANDUM TO THE FILE

The project received in Final Design for a bridge replacement is based on a low profile which should be subject to some flooding and an alignment that follows an existing roadway.

New instructions from Harold Reynoldson indicates that Yamhill County wants to construct the structure on the roadway tangent and to raise the profile and grade above normal flood stage.

The Hydraulics Section has their report partially completed. Bridge Section is not currently working on the project and is waiting for their instructions. Final Design has deferred further work on this project until after March 1 because of other priority work on the contract schedule.

This project needs a revised plan, cost estimates, bridge lengths, channel change, right of way limits, hydraulics study report and etc.

JHV:jh
cc: Walt Hart
L. W. Rulien
C. O. Fredrickson
Harold Reynoldson
Steve Macnab

Verstee
A. Olson
Terpin
Scott
Swenson
R. Olson
Trau:

RECEIVED
DEC 19 1974
ROAD DESIGN SECTION

Request Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

#8305

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

SALEM, OREGON
December 18, 1974

TO: Mr. Walt Hart
Bridge Engineer
B U I L D I N G

RE: Mosquito Creek Bridge
Middle Island Road
FAS 753
Yamhill County

FROM: Harold Reynoldsen
Rural Program Engineer
County-City Unit

Mr. Dennis West (County Engineer) was in our office on December 13 and informed us that he had intended that the roadway at this location be straightened, and that the elevation of the bridge deck and the road approach to the west be the same as the elevation of the junction (approximately 104 feet) of the roadway immediately west of this bridge.

He hoped that the existing bridge would remain in place as a detour. He felt a channel change upstream might be necessary. Mr. West would like to have us consider a slab deck bridge with three 40-foot spans.

HR:ser

cc: C. O. Fredrickson, Region 2
J. H. Versteeg
R. L. Lang
Dennis West, Yamhill County

REFERRED TO
Beard — Reed
Cole — Sample
Eriksen — Watson
Heger — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
A. Olson
Terpin
Scott
Swanson
R. Olson
Traut

RECEIVED
DEC 18 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

805

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 7, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO

Executive Department
Federal Aid Coordination

Mid Willamette Valley
Council of Governments
Room 305, Civic Center
Salem, OR 97301

FROM

L. W. Rulien
Project Management Engineer

SUBJECT

Notice of Intent FAS-C Funds
State Administrative Dist. No. 3
Mosquito Creek Bridge
Yamhill County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be September 13, 1974.

BLG:dc
Attachment

cc: G. L. Green, FHWA
H. S. Cox
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
W. J. Hart
Gary Potter
E. S. Hunter
B. L. Gifford
D. E. Swan
F. T. Lacey
C. O. Fredrickson
W. D. Albright

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT: State Highway Division [45	46] DIVISION: Dept. of Transportation [79			
03	12] APPLICANT ADDRESS STREET: State Highway Building [45	46] CITY: Salem [60	76] ZIP: 97310 [80		
04	12] CONTACT PERSON: L. W. Rulien [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59
01	12] PROJECT TITLE: Mosquito Creek Bridge, FAS 753		District 3 [71		
11	12] PROJECT LOCATION CITY: Middle Island Road [45	46] PROJECT LOCATION: Grand Island	COUNTY: Yamhill [79		
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): This proposed project involves preliminary Engineering, Right-Of-Way acquisition, [71				
06	12] grading, paving, structure and incidental work to construct a reinforced concrete [71				
07	12] bridge approx. 120 feet long with a 32-foot roadway. The proposed structure [71				
08	12] will replace the old bridge on existing alignment. [71				
09	12] [71				
10	12] [71				

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
140,400		19,800	19,800		180,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71	
15	12] FEDERAL AGENCY NAME: Dept. of Transportation [45	46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: Sept. [42 | 43] DAY: 13 [44 | 45] YEAR: 1974 [46

ADDITIONAL INFORMATION – ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: August 7, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: August 7, 1974

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal Aid Secondary Road Program

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 1

(b) State Representative District(s) Number(s) 29

(c) State Senatorial District(s) Number(s) 15

STATE AGENCIES ONLY

BUDGETED ☐ NON-BUDGETED ☐

(a) IS PROGRAM

(b) STATE SHARE

GENERAL FUND CASH $_____

OTHER FUND CASH $_____

IN KIND $_____

(c) FUNDING METHOD

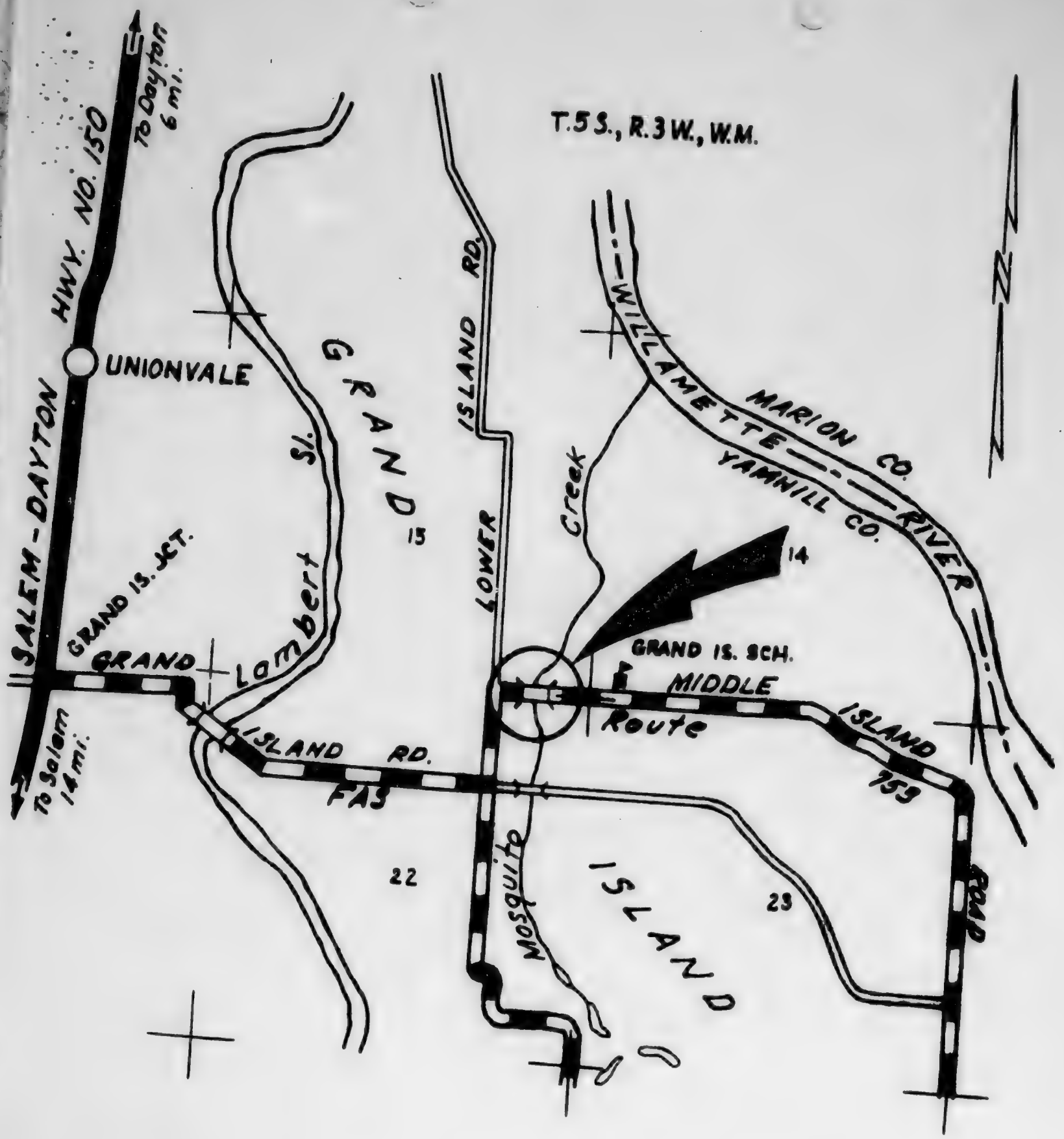
	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% ___ $_____	% ___ $_____	% ___ $_____
Second Year	% ___ $_____	% ___ $_____	% ___ $_____
Third Year	% ___ $_____	% ___ $_____	% ___ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

REMARKS

This project is proposed by Yamhill County.
Rights-Of-Way will be required.
Hearings will be offered by Yamhill County.



MOSQUITO CR. (MIDDLE ISLAND RD.) BR.

FAS ROUTE 753

YAMHILL COUNTY

8305

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE July 25, 1974

FROM F. B. Klaboe
State Highway Engineer

ORIGINAL SIGNED BY
E. B. KLABOE

AGENDA
JUL 30 1974

SUBJECT **Proposed County FAS-C Projects**
Proposed County FAS-C Cancellation

Attached are tabulations describing two proposed Federal-Aid Secondary projects; one in Umatilla County and one in Yamhill County. Clackamas County is requesting the cancellation of a previously approved Federal-Aid Secondary project.

The project requested by Umatilla County is for a bridge over the North Fork Walla Walla River on North Fork Road, FAS 30-115. The FAS funds required for this structure are estimated to be approximately $100,000, of which $11,000 will be the cost to the State.

The request by Yamhill County is for a bridge over Mosquito Creek on Middle Island Road, FAS 753. The FAS funds required for this structure are estimated to be approximately $180,000, of which $19,800 will be the cost to the State.

Clackamas County is requesting the cancellation of the Barton Bridge Section on FAS 809. The County will apply these funds to the I-5 - Boones Ferry Road Section, FAS 943.

These projects will be on the agenda for the July 30 meeting and I recommend your approval.

bc: G. M. Baldwin
C. W. Head
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
W. J. Hart
H. S. Cox
E. L. Hardt
C. O. Fredrickson
W. E. Schwartz
Gary Sund
R. E. Whipps

HR:ljt cm

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
July 23, 1974

OL
EAH

TO: Mr. E. S. Hunter
Asst. State Highway Engineer
B U I L D I N G

RE: Proposed County FAS-C Projects
Proposed County FAS-C Cancellation

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Attached are fifteen copies of the maps and tabulations locating and describing two FAS-C projects; one in Umatilla County and the other in Yamhill County. Also included is a request for the cancellation of an FAS-C project in Clackamas County.

The project requested by Umatilla County is for a bridge over the N. Fork Walla Walla River on North Fork Road, FAS 30-115.

Yamhill County is requesting a bridge project over Mosquito Creek on Middle Island Road, FAS 753.

Clackamas County is requesting the cancellation of the Barton Bridge Section on FAS 809, approved by the Highway Commission on February 5, 1968.

If satisfactory, would you please present these requests to the Oregon Transportation Commission for approval at their July 30, 1974 meeting. A draft of a suggested letter to the Commission is attached.

HR:ljt

Att.

cc: L. W. Rulien

RECEIVED
JUL 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

PROPOSED FISCAL YEARS 1974 & 1975 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
UMATILLA	30-115	N. Fork Walla Walla River (N. Fork Road) Bridge Section (Structure)	$100,000	$11,000
YAMHILL	753	Mosquito Creek (Middle Island Road) Bridge Section (Structure)	180,000	19,800
		TOTAL NEW PROJECTS	$280,000	$30,800
CANCELLATION OF PREVIOUSLY APPROVED PROJECT				
CLACKAMAS	809	Barton Bridge Section (Grading & paving)	$120,000	
		TOTAL	$160,000	

SUMMARY BY FISCAL YEARS (FAS Funds)	1974	1975	TOTAL
Allocated Funds	$4,108,000	$4,252,000	$8,360,000
Approved Projects (corrected to date)	4,108,000	571,000	4,679,000
Unprogrammed Balance	---	$3,681,000	$3,681,000
Projects Proposed - 7/30/74	---	160,000	160,000
Unprogrammed Balance	---	$3,521,000	$3,521,000

74-d
7/19/74

YAMHILL COUNTY
Proposed FAS-C Project

FAS 753: Mosquito Creek (Middle Island Road) Bridge Section.
Structure and approaches - $180,000.

Construct a reinforced concrete bridge approximately 120 feet long with a 32-foot roadway. In addition, contractor will grade and pave approaches, install guardrail, place riprap, and sign immediate work area.

State will perform survey and foundation testing, make up plans and specifications, award contract, perform construction engineering and monument centerline.

County will acquire additional right-of-way, remove existing bridge, close the road, sign outside the work area, maintain detour, and offer a hearing.

MOSQUITO CR. (MIDDLE ISLAND RD.) BR.

FAS ROUTE 753

YAMHILL COUNTY

.8306 Scott Cr.-Stony Brook Sec. 1975
. of Umpqua Hwy. W of Drain
. (Grading & paving)

8306

February 25, 1977

Fidelity & Deposit Co. of Maryland
Portland Branch Office
3005 1st National Bank Tower
Portland, OR 97201

Gentlemen:

On February 11, 1977, we wrote to you concerning release of final payment on Contract No. 8306 awarded to Roseburg Paving, Inc. for work on the Scott Cr.-Stony Brook Section of the Umpqua Highway in Douglas County.

Final payment on this contract is $3,491.06 and the total contract amount is $168,750.10 including $1,186.38 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Fidelity & Deposit Co. of Maryland
Baltimore,
Maryland

Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

5306

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Scott Cr. - Stony Br.		WEEK ENDING: November 13, 1976
		SECTION PREFIX: 10-1153
HIGHWAY: Umpqua		COUNTY: Douglas
NAME OF JOB: Scott Cr. - Stony Brook	KIND OF WORK: Grade & pave	
CONTRACTOR: Roseburg Paving, Inc.	CONTRACT NUMBER: 8306	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 2, 1975	DATE WORK STARTED: May 3, 1976	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 150
PROJECT AUTHORIZATION: $ 207,745.86	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 191,272.62	ENGINEERING AUTHORIZATION $ 16,473.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 170,058.56	ENGINEERING COST TO DATE $ 27,120.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 11.1 %	PERCENT OF AUTHORIZATION: 165 %	DATE PROJECT WAS COMPLETED: September 22, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.61	0.61			0.61
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.61	0.61			0.61
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,100 c.y.	1,720 c.y.			6,780. tons
TOTAL QUANTITIES CORRECTED TO DATE	2,447 c.y.	1,684 c.y.			6,071.2 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,447 c.t.	1,684 c.y.			6,071.2 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	0		
MONDAY	Foggy - Cloudy	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Partly Clouty	0		
THURSDAY	Foggy - Overcast	0		
FRIDAY	Partly Clouty	0		
SATURDAY		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 15 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This Week: No activity by contractor - Project complete. Semi-final Estimate will be delivered to Region office November 12, 1976.

FINAL REPORT

cc: Construction 2
Region
File

SIGNED John T. Scofield LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

8306

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 18, 1975

TO MEMO TO THE FILE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
September 25 Bid Letting

Bids will be opened September 25 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. N. W. Ninth Street at Buchanan Avenue (Corvallis)
City Street, Benton County
Grade, Pave and Signal Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Five-foot concrete sidewalks will be provided on Ninth Street 600 feet north on both sides and 300 feet south on the east side only. Four ramps will be provided at intersection.

2. Clackamas River (McLoughlin) Bridge
Pacific Highway East, Clackamas County
Bridge Painting Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Milton Creek and Beaver Creek Bridges
FAS 816, 689 and 854, Columbia County
Structures (4) Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514 (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Thirty-four-foot roadway width will be provided on the two Milton Creek Bridges and the Beaver Creek Bridge on the Old Columbia Highway. A 30-foot roadway width will be provided on Beaver Creek Bridge on McDonald Road.

4. Bend Maintenance Building
The Dalles-California Highway, Deschutes County
Building Project

Same as No. 2.

5. Candlelight Drive-Louis Street (Eugene)
FAUS 1320, Royal Avenue, Lane County
Grade and Pave Project

Six-foot Class III bike lanes to be provided. Five-foot concrete sidewalks with curb cuts also provided. 1.35 miles in length. This is a City of Eugene design.

6. S. E. 92nd Avenue-N. W. Ava Avenue
Mt. Hood Highway, FAUS 0640, Multnomah County
Grade, Pave and Signals Project

Class II bikeway will be provided from 136th Avenue to Ava Avenue as replacement of existing Class III bikeway. From 92nd Avenue to 136th Avenue, 8-foot paved shoulders will be provided except at channelized intersections, where 4-foot shoulders will be provided. Five miles in length.

7. Tillamook and Trask Rivers Bridges
Netarts Highway, Tillamook County
Bridge Painting Project

Same as No. 2.

8. Mosquito Creek Bridge, FAS 753
Middle Island Road, Yamhill County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Grading and paving incidental to structure, which is 140 feet in length. Roadway width will be 30 feet. A 4-foot shoulder will be provided on short 200-foot approaches.

9. Scott Creek-Stony Brook Section
Umpqua Highway, Douglas County
Grade, Pave and Passing Bay Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Four-foot shoulders will be provided.

10. Corvallis-Lebanon Highway at County Roads 704 and 705
Corvallis-Lebanon Highway, Linn County
Channelization Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

cc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

DES:jp ja

.8307 Corvallis-Lebanon Hwy at Co. Rds. W of Lebanon (Grading & paving) 1975

C/A 5425 8-3-76

8307 210

Salem, Oregon
May 12, 1977

D. N. Stoudenmeyer
Preliminary Design Supervisor

Duane O. Christensen
Final Design Engineer

Corvallis-Lebanon Highway at
County Roads 704 & 705
Corvallis-Lebanon Highway
Linn County

Attached is a narrative report and as-constructed 1"=20' map on the subject channelization. The resident engineer revised the plans during construction "to eliminate out of direction turning movements for the through traffic lanes". Instead of providing the planned 14' bulb on the median the revision only provides about half that width.

It is easy to see how this particular location with its reversing curves invites such a change as was constructed; however, the basic idea of a channelization is to direct vehicles around waiting left turners. The as-constructed plan shortens the storage and deceleration right turn taper and, if driven normally, will have traffic straddling the center line strip when it starts opposite the refuge.

The writer noted one evening while driving through the area that a pickup truck directly in front of him was apparently drawn partially into the left turn refuge lane and made an erratic move to get back into the through lane to proceed straight ahead.

The as-constructed design does not give adequate protection to the left turn vehicle and it is recommended that we do not take this type of liberty with the standard design. It is further recommended that raised buttons be installed at this channelization across the left turn openings to outline the left side of the through lanes. (See attached sketch.)

Also enclosed is a 1"=40' map showing the as-constructed facility in red over the plan design.

DNS:az
cc: John Sheldrake, w/1"=40' map & sketch & narrative
Keats Oliver, w/1"=40' map & sketch & narrative

Verstoeg ✓
Olson
Scott
Swenson
Savage
Trout

RECEIVED
MAY 13 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up 5/16
Other

Aluminum Q.060" (.1" Thick) Pipe Sloped Ends.

"C" LINE

"C" 20° C.L. Δ 28°30'00" Ts 72.76' L 142.50' "C" 19+15.47 P.T.

COUNTY ROAD NO. 7C

Propd. Raised Buttons

2° C.L. Δ 5°58'00" Ts 149.30' L 298.33'

256+82.87 P.C.

259+31.18 P.T.

℄ R/W

255

260

20

89°58'00" E

CORVALLIS — LEBANON

Rev. 6% C.

Taper 1'-20'

Rev. 6%

2° C.R. Δ 5°31'00" Ts 138.05' L 275.89'

262+94.24 P.C.

Propd. Raised Buttons

260+39.54 P.O.T.

"C" 20+55.53 P.O.T.

Existg. Solid stripe

COUNY ROAD NO. 7C

Top Of Extg. Pvmt. @ ℄

Profile Grade @ ℄

+0.46

+0.52

+0.19

+0.72

+0.78

100' V.C.

No V.C.

210
142-0505

NARRATIVE REPORT
Corvallis-Lebanon Highway at Co. Roads 705 & 705

This was a State Bond Project to provide channelization and improve traffic flow at a high hazard intersection. The contract was awarded on October 2, 1975, to Corvallis Sand & Gravel and McNesby & Aubry, Inc. During the winter (1975-76) Corvallis Sand & Gravel Co. suffered financial setbacks and filed bankrupcy. McNesby & Aubry, Inc., who are not road builders, and who originally had signed the joint venture only for bonding capacity, hired J B Rock Products to do the work. The only subcontract went to Morse Bros. Inc. to do the paving.

Utility moves were not started until early Spring and were completed on May 20, 1976. Work on the contract was started on May 19, 1976.

The Resident Engineer redesigned the left turn refuge islands from the design shown on the plans in order to eliminate out of direction turning movements for the through traffic lanes. This narrowed total road width through the island areas and caused an underrun in surfacing and paving quantities.

The project was completed subject to final inspection on July 14, 1976. During the final inspection it was noted that one of the reasons for having the project in the first place had not been fullfilled. Long semi trucks making the east to south right turn couldnot do so without encroaching on the opposing lane of traffic. An extra work order was written to increase the radius and widen the County Road for a short distance. Before this was completed, it was discovered that additional R/W fencing had to be done. Original option received in this office stated that grantor was to do the fencing and a fencing allowance made. R/W had changed this agreement and obligated the State to fence, but had not notified the Resident Engineer Office.

The above extra work was completed and the project accepted on November 1st, 1976. Calendar Workdays allowed for the project were overrun by 52. Time extension request was submitted and recommended for removal of all liquidated damages due to delays in utility moves, extra work, and several other factors.

Contractor has stated that there may be a claim submitted for increased unit cost of aggregates due to the substantial underrun in quantities. Magnitude of this possible claim is not known at this time and it will have to be analized on it's own merits when and if received.

REFERRED TO
Beard Reed
Cole WEC 3 Sample
2 Eriksen 3 Watson
Hager Wolfe
Return Discuss Do File Copy Due...
BY FINAL DESIGN ENGINEER

?
0

Keats Oliver
Resident Engineer

Dow

Agcopy

RECEIVED

STATEMENT OF OVERRUNS AND UNDERRUNS

Corvallis-Lebanon Highway at Co. Roads 704 & 705
Corvallis-Lebanon Highway
122-0505 Contract 6307 state project

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST.	% + or -
Contract bid items	$ 63,960.00	44,967.30	- 29.7
Anticipated items	13,850.00	17,400.33	+ 25.6
Contingencies	3,501.45	13,942.28	+ 298.2
Engineering	7,701.00	7,701.00	-
Credit for liquidated damages 52 days at $ 75		- 3,900	
TOTALS	89,092.45	80,190.91	- 10.0

OVERRUNS & UNDERRUNS
CONTRACT # 8307

CORVALLIS-LEBANON HIGHWAY #7 COUNTY ROADS 704 & 705

ITEM #	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + OR -
1	temporary protection and direction of traffic	lump sum	100 %	100 %	-
2	temporary signs Underestimated.	sq ft	106	277.75	+ 49.3
3	flagmen Used what was necessary.	hour	100	192	+ 92.0
4	general excavation Underestimated, no major changes.	cu yd	1550	2214.7	+ 42.9
5	watering Used all that was needed.	m-gal	55	22.5	- 59.1
6	1"-0 aggregate base See Price Agreement # 1	ton	2430	0	- 100.0
7	class "C" A C Mix Redesigned refuge lanes which reduced total width.	ton	2150	1579.03	- 26.5
8	asphalt cement in mix Same as item # 7	ton	120	97.55	- 30.3
9	15" culvert pipe	lin ft	130	130	-
10	guide posts Underestimated.	each	20	24	+ 20.0

* *

PRICE AGREEMENTS

A # 1	1"-0 aggregate base Same as item # 7	cu yds	1002.33	1311.6	- 27.2

* *

EXTRA WORK ORDERS

EWO # 1	construct fence Additional fence required by R/W negotiations.	℄	1690	1093.33	- 56.9
EWO # 2	widen radius	℄	4340	3329	- 23.3

* *

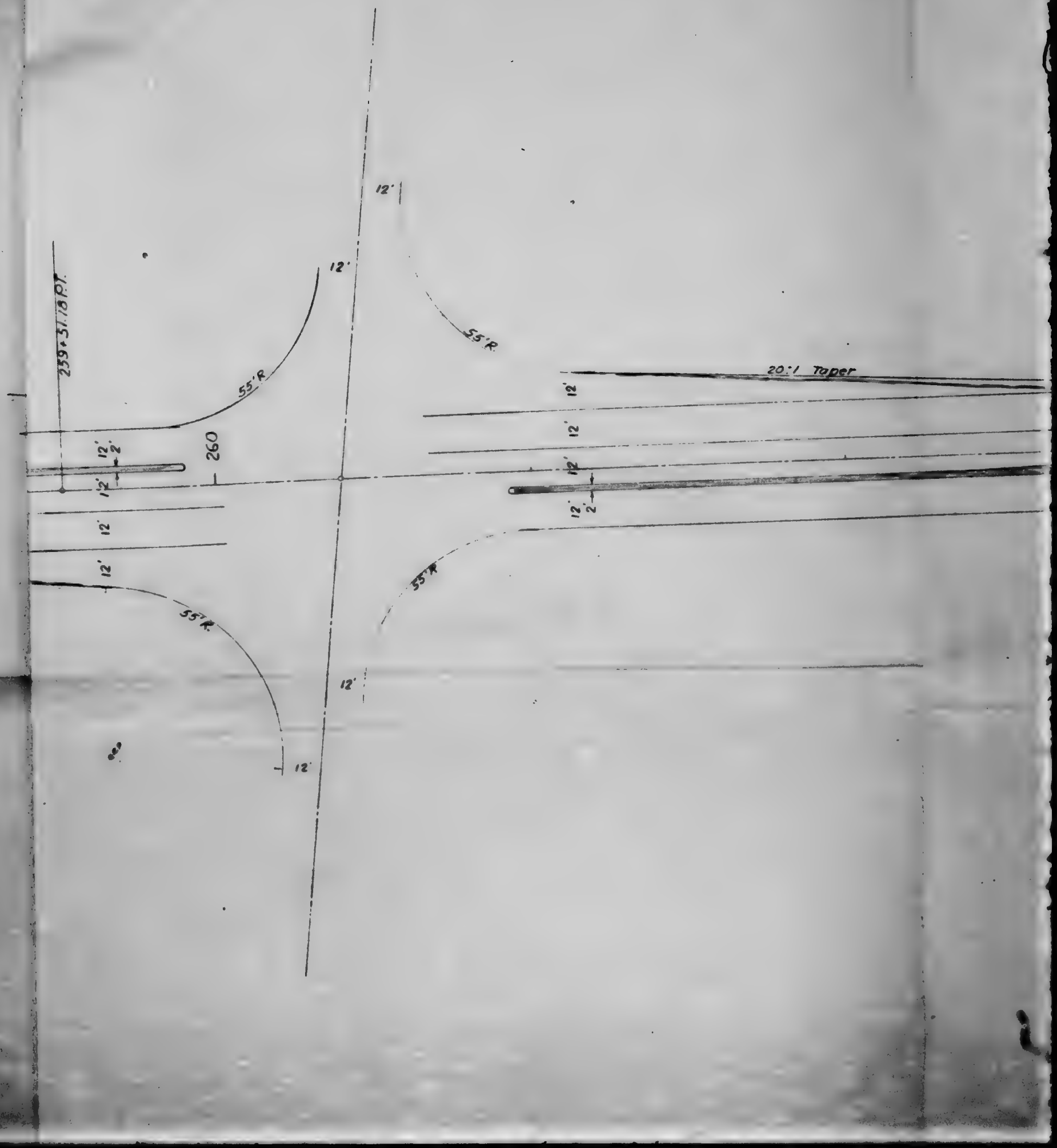
STATE FORCE ORDERS

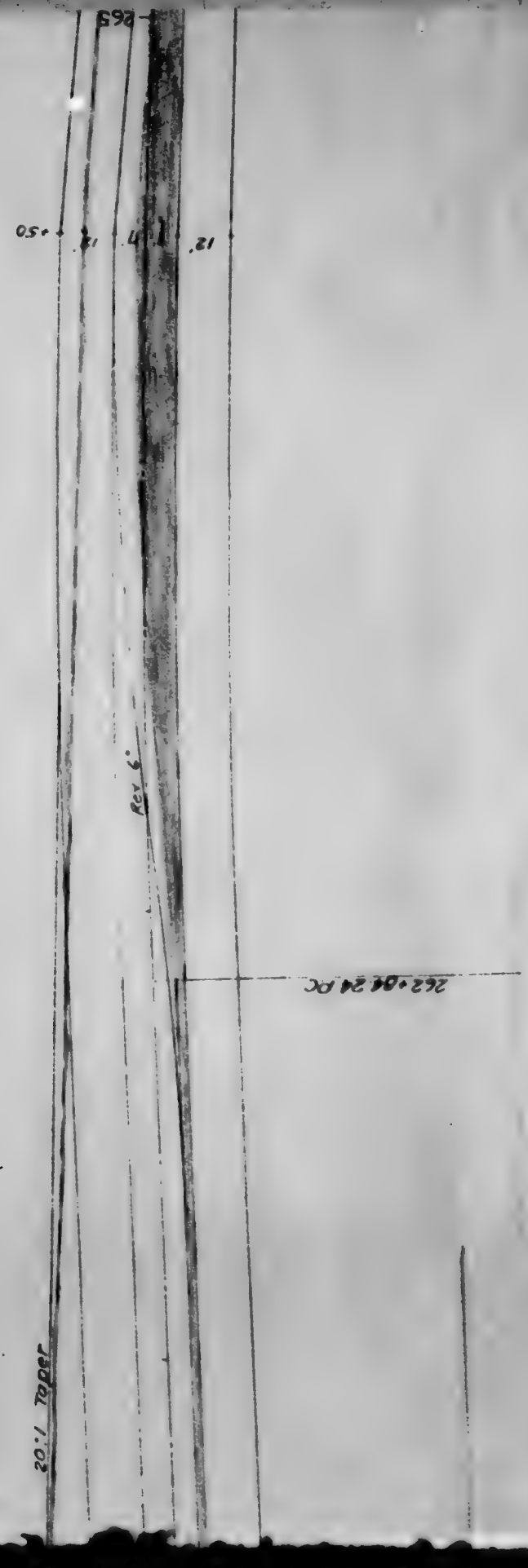
FO # 1	Pacific Power & Light	$	13,497	13,497	-
FO # 2	permanent pavement striping Final billing not yet received.	℄	1,000	-	

12'
400
12'
255

12' 7' 12' 1.50 256+52.85 BC.

20:1 Taper


12'
12'
55'R
20:1 Taper
12'
12'
12'
12'
2'
259+31.18 P.T.
55'R
260
12'
2'
12'
12'
12'
55'R
55'R
12'
12'


.050
.21
.4
.21
12'
20:1 Taper
Rev 6
262.04 24 PC

400
12'
18'
265'-60.07 PT

8307

February 25, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On February 4, 1977, we wrote to you concerning release of final payment on Contract No. 8307 awarded to Corvallis Sand & Gravel Co. and McNeeby & Aubry, Inc. for work on the Corvallis-Lebanon Highway at Co. Roads 704 and 705 in Linn County.

Final payment on this contract is $500 and the total contract amount is $61,812.40 including $6,233.15 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr

cc: McNeeby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
John W. Sheldrake

8307

FORM 81-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Corvallis-Lebanon Hwy at Co Roads 704 & 705		WEEK ENDING: Dec. 11, 1976
		SECTION PREFIX: 122-0505
HIGHWAY: Corvallis-Lebanon		COUNTY: Linn
NAME OF JOB: Corvallis-Lebanon Hwy at Co Rds 704 & 705	KIND OF WORK: grading and paving	
CONTRACTOR: Corvallis Sand & Gravel & McNeeby & Aubry, Inc.	CONTRACT NUMBER: 8307	FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: Oct. 2, 1975	DATE WORK STARTED: May 19, 1976	ESTIMATED COMPLETION DATE: Nov. 19, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work 150	WORK DAYS USED / CALENDAR DAYS: work 202
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 135
PROJECT AUTHORIZATION: $ 89,092.43	ENGINEERING AUTHORIZATION: $ 7,781	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 81,311.45	ENGINEERING COST TO DATE: $ 7,781	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88.9
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 72,400		DATE PROJECT WAS COMPLETED: Nov. 19, 1976
ESTIMATED PERCENT: OVERRUN / UNDERRUN: - 11%	PERCENT OF AUTHORIZATION: 100 %	

semi-final estimate was submitted to Region Office Dec 10th

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.26	0.26			0.26
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.26	0.26			0.26
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,550 cy	2,430 ton			2,150 ton
TOTAL QUANTITIES CORRECTED TO DATE	2,215	1,302 cy			1,680
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY.
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Kelsey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
DEC 13 1976
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Dec. 6, 1976	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was delivered to Region Office Dec 10th.

PROJECT COMPLETED

FINAL REPORT

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

307

December 9, 1976

McNasby and Aubry, Inc.
P. O. Box "A"
Corvallis, OR 97330

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8307 for work at County Roads 704 and 705 on the Corvallis-Lebanon Highway in Linn County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 52 days (complete time extension) is granted because of utility pole conflict, an unrecorded stop work order during conflict with another hauling operation, and late added work on Extra Work Order No. 2.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

JAB:fr ja

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 6, 1976

FILE: CON 5 #8307

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Corvallis-Lebanon Highway
County Roads 704 and 705
Contract No. 8307
Request for Time Extension

McNesby and Aubry, Inc. requested a 20-day extension on this project before the project was completed because of utility delay and an unrecorded "stop work" request by the Resident Engineer. Subsequently an extra work order to increase the radius on one quadrant of one of the intersections was added to the project very late, so the contract was placed under a stop work order until the contractor could make arrangements to do this E.W.O. 2 work. The contract was therefore just completed November 19 and with 52 days liquidated damages accrued at $75 per day.

There were utility pole conflicts involving both telephone and power which conflicted with the start of the contractor's work. More than half of the contract time was counted before these poles were all out of the way. Then immediately thereafter, the contractor was discouraged from starting work until a heavy haul movement through the intersection by another contractor was completed. We therefore have three valid reasons for time extension which would delete all liquidated damages. The time assigned to these specifically would be as follows:

Utility pole conflict, 5-12 to 5-20	8 days
Unrecorded stop work order during conflict with another hauling operation, 5-20 to 5-28	8 days
Late added work on E.W.O. 2, 10-14 to 11-19	36 days
Total	52 days

This was a State project. We concur in the recommendation for a complete time extension and a rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
DEC 7 '76
REFER TO
FOR
Init. Index Rec'd D/R Sign Act File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8307 Contractor Corvallis Sand & Gravel & McNeeby & Aubry, Inc.

Highway Corvallis-Lebanon

Section Corvallis-Lebanon Hwy at Co Roads 704 & 705

Kind of Work grading and paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ XXX GRANTED. The reasons for such recommendation are as follows:

Extra work justifies 36 calendar workdays. Utility conflicts and an informal suspension of work justifies another 16 calendar workdays, eliminating all liquidated damages on this project.

(Late work is on E.W.O. 2 to revise a radius.)

Recommended for Approval:

[redacted]

Region Construction Engineer

Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No.	8307
Project designation	state (State-Federal)
Date awarded	Oct. 2, 1975
Work started	May 19, 1976
Per cent completed	100% Nov. 19, 1976 (Date)
No. of calendar Workdays Allowed	150
No. of calendar Workdays Used	202
No. of Added calendar Workdays Requested	52

SP*07B3-724

E-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 15, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 170 days, within which to complete our Contract No. 8307, without the assessment of liquidated damages. The said contract is described as follows:

Corvallis-Lebanon Highway at Cty. Roads 704 & 705

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Work was delayed from 3-1-76 to 5-19-76 awaiting relocation of General Telephone Co. and Pacific Power & Light Co. utility poles clear of the construction area. Pacific Power & Light Co. completed their portion on 4-30-76, with General Telephone Co. completing their portion 5-20-76.

At the request of the resident engineer, work was not commenced in the intersection until 5-19-76 to allow substantial completion of Babler Bros., Inc. paving to alleviate congestion and the safety hazard to the public caused by work being performed at the haul route access to Highway 34.

Respectfully submitted,

McNeeby & Aubry Inc.
Contractor

By B B Aubry

CONSENT OF SURETY

Date July 15, 1976

We, UNITED PACIFIC INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ben Bates
Attorney-in-fact (SEAL)

Bates & Bates, Inc.
Resident Agent

8307

8-31-76

15

EE-10-S

IN THE

United States District Court

FOR THE

District of Oregon

Division

9-1-76 ltr Hunter Sellis Sharp Keeney Gretchen Neal

RECEIVED
STATE HWY ENGR
SEP 1 '76
REFER TO
FOR
Info | Invcs | R/D | D/R | Sign | Act | File

IN THE MATTER OF

CORVALLIS SAND & GRAVEL, a corporation

Debtor.

IN BANKRUPTCY
CHAPTER XI
NO. B76-244

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named debtor,

☒ A hearing in said cause,

will be held at Albany City Council Chambers, 240 West Second Street in the city of Albany, State of Oregon, on the 10th day of September, 1976, at 2:00 o'clock P M., to consider and act upon the following matters:

Applications for allowances for administrative expenses have been made as follows:

Long, Bodtker and Post,
Attorneys for Debtor
Attorney fees $31,800.00
Expenses 549.77

Jerome E. LaBarre
Attorney for Creditors' Committee
Attorney fees $7,746.00
Costs & Expenses 339.14

The applications will be heard and acted upon at the meeting and examined pursuant to Bankruptcy Rules 219 and 11-29.

The attorney for the Creditors' Committee has also applied for an order appointing Robert Mix as attorney for the debtor for the special purpose of pursuing litigation now docketed in the United States Supreme Court as cases numbered 75-567 and 75-577 provided that if no recovery for the benefit of creditors results from such litigation then no attorney's fees, costs or disbursements shall be recoverable from the creditors of the debtor's Chapter XI estate herein, and in the event of any recovery and award of attorney fees, and costs they shall be pro-rated in direct proportion to the benefits received from the litigation by Citizens Bank of Corvallis and benefits received by general creditors of the debtor.

and transact such other business as may properly come before the meeting.

DATED: August 31, 1976 at Eugene, Oregon

C.E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8307

July 27, 1976

Mr. Robert L. Miller
Bond Claim Department
United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, WA 98402

Dear Mr. Miller:

B. B. Aubry, President of McNeeby & Aubry, has requested that we send future Contract Payment Vouchers and Warrants to them at P. O. Box "A", Corvallis, Oregon 97330, covering Oregon State Highway Contracts 8271 (Sweet Home) and 8307 (Corvallis-Lebanon Highway).

Does this have your approval?

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

bc: Jack Sollis
C. T. Keasey
Dick Hacek

TELEPHONE
AREA CODE 503
753-6691

CHEVRON
CHEVRON DISTRIBUTOR

RESIDENTIAL
CHEVRON FURNACES
CHEVRON OIL BURNERS

McNESBY & AUBRY

P.O. BOX "A", CORVALLIS, OREGON 97330

7/12/76

OFFICE AND PLANT
LOCATED AT CORNER OF
S.W. 14TH & "A" AVENUE

INDUSTRIAL
RAY OIL BURNERS
RAY PACKAGED BOILERS

DISTRICT 2 ENGINEER
RECEIVED
JUL 16 1976
RME RTE ROE
RTT GEO RSO ROC RFE

Mr. Keats Oliver, Resident Engineer,
Oregon State Highway Division,
3500 Spicer Road,
Albany, Oregon 97321

Subject: OSHD Contract #8307
Corvallis - Lebanon Highway

Dear Sir:

Effective as of the above date, please notify the necessary departments of OSHD, Salem, Oregon to send all current and future Contract Payment Vouchers and Warrants, on the above Contract, to the following address.

McNESBY & AUBRY,
P. O. Box "A",
Corvallis, Oregon 97330

Thank you for your cooperation.

Yours very truly,

McNESBY & AUBRY

B. F. Aubry, President

BFA:nln

XC: Cecil Head ✓ 7.c.7/23/76
Contract Payments
Finance

Please take no action on this request until Cecil obtains approval from the bonding company. WR

Copy - G. W. Winés 7-15-76 ✓

cc. C.T Keasey ✓

RECEIVED
JUL 14 1976
CONSTRUCTION SECTION

Routing
1 Keasey
2 Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
JUL 22 1976
CONSTRUCTION SECTION

KEATS OLIVER
RES. ENGR.
Berg

8307

13

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 Highway Building

June 11, 1976

United Pacific/Reliance Insurance Companies
728 St. Helens Avenue
Tacoma, WA 98402

RE: Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

ATTENTION: Mr. Robert L. Miller
Bond Claim Department

Dear Bob:

In reply to your letter of June 7, 1976, please be advised that we are clear to make payments on all the contracts except two for which corrected payrolls have not been received.

I have been advised by Jim Walton that the corrected payrolls will be received shortly, and at that time payments will be made.

By copy of this letter I am requesting the Accounting Section to send you a copy of all payment estimates.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb

cc: ~~C~~. W. Head
Dick Hacek

UNITED PACIFIC/RELIANCE

728 ST HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ● AC 206 — 383-1481

June 7, 1976

C. W. Head
Commission Services
State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Mr. Jack Sollis
Assistant Attorney General
Department of Transportation
Highway Building
Salem, Oregon 97310

Gentlemen:

Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

Confirming our discussion this date with yourself and Mr. Jack Sollis, Assistant Attorney General for the Department of Transportation, we advise you that United Pacific Insurance Company, as surety on the Performance Bonds on the above project, has no objections to payments on the above contracts being made and sent to McNesby & Aubry, Inc., c/o James W. Walton, Attorney at Law, P. O. Box 1067, Corvallis, Oregon.

United Pacific would appreciate receiving a copy of the payment estimates as they are approved and payment is made on each of the above bonded projects.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

jc

cc: James Walton
McNesby & Aubry, Inc.
Kohnen Larson & Co.
Eugene Bonds

7/12

RECEIVED
JUN 9 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

JOHN D. THOMAS
LAVERNE M. JOHNSON
GEORGE B. HEILIG

THOMAS & JOHNSON
ATTORNEYS AT LAW
312 S.W. JEFFERSON AVE.
P. O. BOX 415
CORVALLIS OREGON 97330

PHONE 752-8121

May 26, 1976

RECEIVED
JUN 07 1976
LEGAL

* OK to pay subject to Engineer's Correction Progress Estimate (JCS)

Mr. Jack Sollis
State Highway Department
Salem, Oregon 97310

Mr. James C. Rhodes
Department of Justice
100 State Office Building
Salem, Oregon 97310

Re: McNesby & Aubry - Corvallis Sand - Citizens Bank of Corvallis

Gentlemen:

You are hereby authorized to pay all funds received from the following State Highway and bonded jobs to McNesby & Aubry, Inc.

Y 1000 JCS

$227 1) Oregon State Highway Department - Elks Drive - Conifer.

* $1147 2) Albany Avenue. PAYROLLS NOW IN DEC

3) Independence Airport.

$307 4) Oregon State Highway Department - Highway 34.

* $156 5) Oregon State Highway Department - Wren/Gellatly.

* $271 6) OSHD - Sweethome. CONTRACT PAYROLL #1 PAYROLLS ALSO DEC

We will look to McNesby & Aubry under separate agreements for the portion thereof applicable to the claim of the City of Corvallis.

Yours very truly,

LaVerne M. Johnson

LMJ:jm
cc: James W. Walton
P. O. Box 1067
Corvallis, Oregon 97330

NOTED
C. W. HEAD

RINGO, WALTON & EVES

ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

May 21, 1976

NOTED
JACK L. SOLLIS

RECEIVED
MAY 24 1976
LEGAL

Mr. Jack Sollis
State Highway Department
Salem OR

Mr. James C. Rhodes
Department of Justice
100 State Office Building
Salem OR 97310

Gentlemen:

Re: Corvallis Sand & Gravel - Citizens Bank - McNesby & Aubry

The Citizens Bank and McNesby & Aubry, Inc. have reached an arrangement. I anticipate that you will receive a letter from LaVerne Johnson, Counsel for the Bank, directing that all funds under State Highway jobs and the Independence Airport job be paid directly to McNesby & Aubry, Inc.

We have made an arrangement with the Citizens Bank mutually detailing our respective interests in these jobs.

Very truly yours,

J.W. Walton

jr

NOTED
C. W. HEAD

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 757-1213

UNITED PACIFIC/RELIANCE

728 ST HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206 — 383-1481

April 27, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head
Commission Services

Gentlemen:

Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

Reference your letter of April 9th addressed to United Pacific and your letter of April 12th addressed to Thomas & Johnson, Attorneys, and Attorney Walton's letter of April 21, 1976, addressed to your office with respect to the contract funds due or to become due on the above bonded contracts. United Pacific does object to any funds due or to become due being paid direct to Citizens Bank of Corvallis. However, we do not object to the funds being paid to the joint venture as long as they are mailed to Attorney James W. Walton. As surety on the bonds, we must insist any contract funds due or to become due are used to complete the work on these contracts and pay valid labor, material and/or other statutory claims or liens arising out of these projects.

We understand Attorney Walton has been negotiating with the counsel for Citizens Bank on matters relating to any claim which the bank may have relating to these jobs.

Your cooperation is requested and will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller

Robert L. Miller
Bond Claim Department

jc

cc: James Walton
McNesby & Aubry, Inc.
Eugene Claims

Sent copy to Salem

RECEIVED
APR 30 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RINGO, WALTON & EYES

ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EYES
ROBERT S. GARDNER

April 21, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem OR 97310

Dear Mr. Head:

Re: Corvallis Sand and Gravel Co./McNesby & Aubry, Inc.

On behalf of McNesby and Aubry, we object to the payment of any funds directly to Citizen's Bank alone from any other State contracts.

To our knowledge, Citizen's Bank has a claim against one of the above-mentioned jobs, that being Albany Avenue.

We anticipate being able to resolve with Citizen's Bank any claims under these jobs.

As you are aware, McNesby and Aubry have undertaken the completion of each of these jobs.

Very truly yours,

J. W. Walton
sig
cc: Jack Sollis
LaVerne Johnson
Bob Miller
Burt Aubry
David Smith

RECEIVED
APR 22 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 757-1213

April 12, 1976

Thomas & Johnson
Attorneys at Law
P. O. Box 415
Corvallis, OR 97330

Attn: George B. Emilig

Gentlemen:

Reference is made to your letter of April 7, 1976, concerning Corvallis Sand & Gravel Company and McNeeby & Aubry, Inc., Contracts 8149, 8156, 8229, 8271 and 8307. Mr. Willard Bodtker's letter was received in this office on April 8, 1976.

After consulting with Mr. Jack Sollis, Assistant Attorney General for the Department of Transportation, a letter was written to the United Pacific Insurance Company in Tacoma, Washington, asking if they objected if the State released future payments on these contracts to the Citizens Bank of Corvallis.

Just as soon as we hear from the surety we will advise you of the payments.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc Jack Sollis

April 9, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Attention: Robert Miller

Gentlemen:

Do you have any objections if the State releases future payments of Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract Nos. 8149, 8156, 8271, 8307 and 8229 to the Citizens Bank of Corvallis?

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

bc Jack Sollis

DEPARTMENT OF JUSTICE

Memorandum

TO: C. W. Head
Manager, Commission Services

DATE: April 9, 1976

FROM: Jack L. Sollis (JLS) clh
Assistant Attorney General

SUBJECT: Accounts Receivable
Corvallis Sand & Gravel

I would check with the surety company and see if it is satisfactory with them to release payments to the Citizens Bank of Corvallis as indicated by prior correspondence from them and Mr. Walton, attorney for McNesby and Aubry.

I would do everything I could to expedite payments to the Citizens Bank so they can get creditors paid off and get McNesby and Aubry back on the road to getting these contracts complete. If you have any questions give me a call.

JLS:clh

PHONE 752-5121

THOMAS & JOHNSON
ATTORNEYS AT LAW
312 S.W. JEFFERSON AVE.
P. O. BOX 415
CORVALLIS, OREGON 97330

JOHN D. THOMAS
LAVERNE M. JOHNSON

GEORGE B. HEILIG

April 7, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, OR 97310

RE: Corvallis Sand & Gravel - Oregon State Highway Department

Dear Mr. Head:

This is to memorialize our telephone conversation of April 6, 1976 wherein we reviewed your letter of March 22, 1976 to Mr. Willard Bodtker, attorney for Corvallis Sand & Gravel.

You will recall during our telephone conversation that I indicated to you that I had spoken with Mr. Bodtker April 5, 1976 and that he was sending to you a letter of clarification substantially in the form attached hereto pursuant to which you may release any monies due and owing to Corvallis Sand & Gravel pursuant to certain contracts with the Oregon State Highway Department to the order of Citizens Bank of Corvallis.

On behalf of Citizens Bank of Corvallis, we look forward to receiving those remittances at your earliest convenience.

Very truly yours,

George B. Heilig

GBH/dw
enc.
cc: Mr. Willard Bodtker
Mr. James Walton
Mr. Alden Toevs

RECEIVED
APR 12 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

To: Account Receivable

Gentlemen:

It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe to Corvallis Sand & Gravel. Please be advised that you should follow the directions of the letter you originally received from Citizens Bank of Corvallis and payments should be directed to their order.

Payments made to our office pursuant to our notice will be credited to your account.

Your early attention to this matter will be appreciated and if you have any questions, please direct your inquiries to Citizens Bank of Corvallis.

Very truly yours,

Willard Lodther

RECEIVED
APR 12 1976
COMMISSION
DEPARTMENT OF TRANSPORTATION

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

TELEPHONE 926-5504
POST OFFICE BOX 40

TO: ACCOUNTS RECEIVABLE OF CORVALLIS SAND & GRAVEL COMPANY

FROM: WILLARD BODTKER
ATTORNEY FOR CORVALLIS SAND & GRAVEL COMPANY

RE: FUTURE PAYMENTS ON ACCOUNTS OWING TO CORVALLIS SAND & GRAVEL COMPANY

DATE: APRIL 6, 1976

It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe to Corvallis Sand & Gravel. Please be advised that you should follow the directions of the letter you originally received from Citizens Bank of Corvallis and payments should be directed to their order.

Payments made to our office pursuant to our notice will be credited to your account.

Your early attention to this matter will be appreciated and if you have any questions, please direct your inquiries to Citizens Bank of Corvallis.

RECEIVED
APR 8 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION

April 6, 1976

Jack Sollis
Legal Branch

C. W. Head
Commission Services

Corvallis Sand and Gravel Company

I received a telephone call today from George Heilig, one of the attorneys for the Citizens Bank of Corvallis, regarding our letter to Willard Bodtker dated March 22, 1976 (Corvallis Sand and Gravel problem). Attached is a copy of our letter to Willard Bodtker.

Heilig stated that he had talked to Bodtker yesterday. Due to administrative lag, he said we will be getting a letter from Bodtker which he read as follows:

> "To all accounts:
>
> It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe as Corvallis Sand and Gravel.
>
> Please be advised that you should follow the directions of the letter originally received from the Citizens Bank in Corvallis. Payments should be directed to their order. Payments made to our office pursuant to our notice will be credited to your account.
>
> Your early attention to this matter will be appreciated. If you have any questions, please direct your inquiries to Citizens Bank in Corvallis."

Attached is a copy of the letter we originally received from Citizens Bank of Corvallis.

Heilig said he felt this would satisfy our inquiry of March 22. Mr. Heilig indicated he would send a letter to us today confirming this telephone call with a carbon copy to Bodtker.

Heilig suggested that I call Bodtker to confirm that those payments be sent to Citizens Bank in Corvallis (Bodtker's telephone number - 926-5504). I told Heilig that I would pass this information on to you, Jack.

CWH:sr
Att.

8307

Contract No. 8307
Files

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 22, 1976

Long, Bodtker & Post
425 West Second Ave.
Albany, OR 97321

Attn: Willard Bodtker

Gentlemen:

Reference is made to your letters of March 18, 1976, concerning money due to Corvallis Sand and Gravel Company.

There has been an assignment from Corvallis Sand and Gravel to McNesby and Aubry dated January 30, 1976, of all proceeds due and owing on these contracts. We have received notification from Mr. J. W. Walton, Attorney for McNesby and Aubry, that all correspondence concerning their contracts should be sent to McNesby and Aubry, Inc., Box "A", Corvallis, OR 97330.

The Highway Division will not release any monies under these contracts until such time as we have been advised that the distribution of such monies has been worked out by your office and Mr. Walton's office.

The Highway Division does not intend to become involved in the litigation regarding the bankruptcy of Corvallis Sand and Gravel and would assume that your office and Mr. Walton's office will work this matter out.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330
Attn: J. W. Walton

bc Jack Sollis

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $14,133.22

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

TELEPHONE 926-5504
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 5,435.57

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504

POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 10,358.93

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

Willard Bodtker

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-8804
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 42,661.46

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

Willard Bodtker

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8307 ○ 1-30-76

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS that Corvallis Sand & Gravel Company, an Oregon corporation does hereby sell, assign, transfer and set over all of its right, title and interest in and to said jobs and contracts to McNesby & Aubry, Inc., co-obligor under the following jobs and contracts:

1) National Environmental Research Center - Contract #68-03-0819 - U.S. Environmental Protection Agency

2) Oceanography Complex Grading & Paving Contract #75-38 - Oregon State Board of Higher Education

3) Independence Airport - State of Oregon Aeronautics Division

4) Subsurface Drainage System & Parking Lot Repairs, Church of Latter Day Saints - Contract #502-8337

5) Linn Benton Community College Construction of Physical Ed. Area

6) Labish Village Sewer Force Main - Labish Village, Sewage and Drainage District, a municipal corporation

7) Corvallis Lebanon Hwy. at Co. Road #704 & 705 - Contract #8307 - Oregon State Highway Division

8) Elks Drive Contract, c/o Richard Nelson, 3700 Philomath Highway, Corvallis OR Oregon State Highway Division #8227

9) N. Pacific Blvd. - Albany Avenue Contract #8149 - Oregon State Highway Division

10) 9th-18th Avenue, Sweet Home
Contract #8271 - Oregon State Highway Division

11) Gellatley Summit - Wren Section
Contract ~~#8516~~ 8156 - Oregon State Highway

Subject to the contract rights of Citizens Bank of Corvallis.

This assignment shall be deemed to authorize all owners on the above-mentioned jobs to make all disbursements in the future to McNesby & Aubry, Inc. and Citizens Bank of Corvallis, jointly, in recognition of the security position of Citizens Bank as to all accounts receivable from Corvallis Sand & Gravel Company.

CORVALLIS SAND & GRAVEL COMPANY

By _____
President

SUBSCRIBED AND SWORN TO before me this 20 day of January, 1976.

_____
Notary Public for Oregon
My Commission expires: 12-23-79

8307

STATE OF OREGON
Department of Transportation

INTER-OFFICE MEMO

DATE: 1-27-76

TO: Memo to File

FROM: C. W. Head
Commission Services

SUBJECT:

After receiving two letters dated January 23, 1976, from the Citizens Bank of Corvallis concerning Corvallis Sand & Gravel Co., the following action was taken today:

(1) Upon advice of Jack Sollis, Cecil Head notified Dick Hacek, Highway Finance, to hold future payments on the following Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc. contracts:

Contract No. 8149 - N. Pacific Blvd.-Albany Ave. (Albany)

Contract No. 8156 - Gellatly Summit-Wren

Contract No. 8229 - N.W. Elks Dr.-N.W. Conifer Blvd. (Corvallis)

Contract No. 8271 - 9th Ave.-18th Ave. (Sweet Home)

Contract No. 8307 - Corvallis-Lebanon Highway at County Roads 704 and 705

(2) Jack Sollis telephoned Marvin McDonald, Citizens Bank of Corvallis. Sollis told McDonald that future payments would be held up on the above five contracts until contact is made with the surety, United Pacific Insurance Company, Tacoma, Washington (same surety on all contracts).

(3) Sollis talked to Bob Miller's Secretary, United Pacific Insurance Company. Miller was out of the office until Friday, January 30, 1976. Sollis will talk to Bob Miller on the 30th concerning the status of these contracts.

cc: F. B. Klaboe
Ed Hunter
H. S. Coulter
Jack Sollis
C. T. Keasey
C. O. Fredrickson
V. E. Skoog Attn: Dick Hacek

81-125-1387

RECEIVED

JAN 26 1976

RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS

January 23, 1976

TO: CORVALLIS SAND AND GRAVEL COMPANY Debtor specified below:

Oregon State Highway Dept. Attn: Richard Nelson
Wren-Gellatly
3700 Philomath Hwy.
Corvallis, OR

Gentlemen:

Please take notice that Citizens Bank of Corvallis is the holder of a perfected security agreement covering accounts, contract rights, and chattel paper of Corvallis Sand and Gravel Company. Among the items in which Citizens Bank of Corvallis has a security interest is your obligation to Corvallis Sand and Gravel Company.

Please take formal legal notice that you are to pay the amount of your unpaid indebtedness to Corvallis Sand and Gravel Company directly to Citizens Bank of Corvallis, P. O. Box 30, Corvallis, Oregon 97330. According to the last accounting which we have received from Corvallis Sand and Gravel Company, the amount of your indebtedness is $ 42,661.46

This notice is made pursuant to paragraph 6b of the above referenced security agreement dated October 5, 1973.

If the payment of your account is presently due, will you please send the payment to the bank on receipt of this notice. If the amount of your account is not presently due, please acknowledge receipt of this notice, verify the amount of the indebtedness, and indicate the date on which it will be paid by filling in the blank space on the attached copy and returning it to the bank.

Your prompt consideration hereto will be sincerely appreciated.

Yours very truly,

CITIZENS BANK OF CORVALLIS

By

REGION 2 ENGINEER
RECEIVED
JAN 26 1976
RE RCE RME RTE ROE
ULE GEO RSO ROC RFE

MAIN OFFICE: P.O. BOX 30 CORVALLIS, OREGON 97330 (503) 752-5461

cc. John Ford w/attached unsigned reply, reply envelope & certified mail envelope $3.98 for your answering
cc. Dick Nelson w/attach

J Winn

The undersigned creditor acknowledges receipt of the original of the foregoing notice and indicates that it is presently indebted to Corvallis Sand and Gravel Company in the sum of $_____ which will be paid to Citizens Bank of Corvallis on or before the _____ day of _____ 1976.

DATED this _____ day of _____ 1976.

_____

Debtor

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS
P.O. BOX 30
CORVALLIS OREGON 97330

ADDRESS CORRECTION REQUESTED

ATTN: Richard Nelson

Oregon State Highway Dept.
3700 Philomath Hwy.
Corvallis, OR 97330

CERTIFIED
No. [illegible]
MAIL

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — JAN 27 1976 — Page
Harwood
Johnsen — CONSTRUCTION SECTION

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS

January 23, 1976

TO: CORVALLIS SAND AND GRAVEL COMPANY Debtor specified below:

Oregon State Hwy Dept. - Elks Drive
Attn: Dick Nelson, Resident Engineer
3700 Philomath Blvd-
Corvallis, OR

Gentlemen:

Please take notice that Citizens Bank of Corvallis is the holder of a perfected security agreement covering accounts, contract rights, and chattel paper of Corvallis Sand and Gravel Company. Among the items in which Citizens Bank of Corvallis has a security interest is your obligation to Corvallis Sand and Gravel Company.

Please take formal legal notice that you are to pay the amount of your unpaid indebtedness to Corvallis Sand and Gravel Company directly to Citizens Bank of Corvallis, P. O. Box 30, Corvallis, Oregon 97330. According to the last accounting which we have received from Corvallis Sand and Gravel Company, the amount of your indebtedness is $ 11,544.03

This notice is made pursuant to paragraph 6b of the above referenced security agreement dated October 5, 1973.

If the payment of your account is presently due, will you please send the payment to the bank on receipt of this notice. If the amount of your account is not presently due, please acknowledge receipt of this notice, verify the amount of the indebtedness, and indicate the date on which it will be paid by filling in the blank space on the attached copy and returning it to the bank.

Your prompt consideration hereto will be sincerely appreciated.

Yours very truly,

CITIZENS BANK OF CORVALLIS

By _____

REGION 2 ENGINEER
RECEIVED
JAN 26 1976
RE RCE RME RTE ROE
ULE GEO RSO ROC RFE

MAIN OFFICE: P.O. BOX 30 CORVALLIS, OREGON 97330 (503) 752-5361

cc John Bond w/attached unsigned reply, reply envelope.
cc Dick Nelson w/ Certified Mail envelope 534979 for your answering

The undersigned creditor acknowledges receipt of the original of the foregoing notice and indicates that it is presently indebted to Corvallis Sand and Gravel Company in the sum of $_____ which will be paid to Citizens Bank of Corvallis on or before the _____ day of _____ 1976.

DATED this _____ day of _____ 1976.

_____

Debtor

RECEIVED

JAN 26 1976

RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS
P.O. BOX 30
CORVALLIS OREGON 97330

ADDRESS CORRECTION REQUESTED

Oregon State Highway Dept.
3700 Philomath Hwy.
Corvallis, OR 97330

ATTN: Richard Nelson

CERTIFIED
No. [illegible]
MAIL

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

8307

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 18, 1975

TO MEMO TO THE FILE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
September 25 Bid Letting

Bids will be opened September 25 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. N. W. Ninth Street at Buchanan Avenue (Corvallis)
City Street, Benton County
Grade, Pave and Signal Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Five-foot concrete sidewalks will be provided on Ninth Street 600 feet north on both sides and 300 feet south on the east side only. Four ramps will be provided at intersection.

2. Clackamas River (McLoughlin) Bridge
Pacific Highway East, Clackamas County
Bridge Painting Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Milton Creek and Beaver Creek Bridges
FAS 816, 689 and 854, Columbia County
Structures (4) Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514 (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Thirty-four-foot roadway width will be provided on the two Milton Creek Bridges and the Beaver Creek Bridge on the Old Columbia Highway. A 30-foot roadway width will be provided on Beaver Creek Bridge on McDonald Road.

4. Bend Maintenance Building
The Dalles-California Highway, Deschutes County
Building Project

Same as No. 2.

5. Candlelight Drive-Louis Street (Eugene)
FAUS 1320, Royal Avenue, Lane County
Grade and Pave Project

Six-foot Class III bike lanes to be provided. Five-foot concrete sidewalks with curb cuts also provided. 1.35 miles in length. This is a City of Eugene design.

6. S. E. 92nd Avenue-N. W. Ava Avenue
Mt. Hood Highway, FAUS 0640, Multnomah County
Grade, Pave and Signals Project

Class II bikeway will be provided from 136th Avenue to Ava Avenue as replacement of existing Class III bikeway. From 92nd Avenue to 136th Avenue, 8-foot paved shoulders will be provided except at channelized intersections, where 4-foot shoulders will be provided. Five miles in length.

7. Tillamook and Trask Rivers Bridges
Netarts Highway, Tillamook County
Bridge Painting Project

Same as No. 2.

Corv 14-1
72
8305

8. Mosquito Creek Bridge, FAS 753
Middle Island Road, Yamhill County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Grading and paving incidental to structure, which is 140 feet in length. Roadway width will be 30 feet. A 4-foot shoulder will be provided on short 200-foot approaches.

9. Scott Creek-Stony Brook Section
Umpqua Highway, Douglas County
Grade, Pave and Passing Bay Project

Doc 7-4
1306

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Four-foot shoulders will be provided.

10. Corvallis-Lebanon Highway at County Roads 704 and 705
Corvallis-Lebanon Highway, Linn County
Channelization Project

Corv 14-4
Corv 14-5
8307

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

cc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

DES:jp ja

8307

September 3, 1975

Board of County Commissioners
Linn County
Courthouse
Albany, OR 97321

Attention: Del Riley
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5425

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Corvallis-Lebanon Highway intersection with County Roads 704 and 705.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

8307

September 3, 1975

Board of County Commissioners
Linn County
Courthouse
Albany, OR 97321

Attention: Del Riley
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5425

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Corvallis-Lebanon Highway intersection with County Roads 704 and 705.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

8307

Contract # 8307

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

July 30, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
County Roads 704 & 705
Corvallis-Lebanon Highway
Linn County

Attached is an assessment for a project which does not have Federal involvement. Federal approval is not required.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

RECEIVED
STATE HWY ENGR
JUL 31 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED
E. S. Hunter
Date 7-31-75

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 29, 1975

A. PROJECT IDENTIFICATION

Name of Project County Roads 704 and 705 (Section) RS-119(-)

Location of Project Corvallis-Lebanon (Highway Name) Oregon 210 (Highway No., US - ORE)

(City) Linn (County) 2 (Region)

Program State Bond (Funding) $62,000 (Estimated Cost) 122-1304 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To construct a channelized intersection providing left turn refuges within a fourteen foot median and taper sections for right turn mevements.

Origin and History: District 4 C. O. G. priority no. 27, and recommended for 1975 construction. Authority for survey approved May 1, 1974. Field location completed July 9, 1974.

C. DESCRIPTION OF PROJECT

Length Approximately 1300 feet.

Termini Westerly terminus is 650 feet west of the intersection of County Road 705 with the Corvallis-Lebanon Highway.*

Alignment ☐ New ☒ Existing ☐ Combined

*The easterly terminus is 650 feet east of the intersection.

County Road 705 is approximately 1½ miles west of the West City limits of Lebanon.

CATEGORY 3 PROJECT
NON-MAJOR

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 1½ acres of farm land. Four properties would be involved.

Typical Section The proposed typical is for 2-12 foot travel lanes with 4 foot paved sholders, opposing traffic lanes to be seperated with a 14 foot channelized median.

Structures None involved

Characteristics (ADT) The 1973 ADT was 4100 vehicles on the Corvallis-Lebanon Highway. Traffic volumes on county road 704 and 705 was 183 and 1872 respectively.

Other General Information (or Supplemental information to items) Linn County by a letter dated August 9, 1974, has agreed to relocate County Road 704 so that the intersection of County Roads 704 and 705 with the highway would be at a common point eliminating the existing offset intersection.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None identified

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [X] Offering Required [ ] Recommended

Type Corridor-Design Tentative Date(s) August 7, 1975

A-95 Review: [X] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The project is within a rural area, lying along the easterly side of the Willamette Valley. The terrain is flat to slightly rolling, the soils are generally silty clays and have poor percolation qualities. A tributary of Oak Creek lies approximately a $\frac{1}{4}$ mile to the south and west of the project site and is the closest defined drainage way.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The general land use surrounding the project area is exclusively farming. The principal crops produced are grain, grass hay and grass seed. Farm homes are few and well scattered, none having access to the highway within the project limits.

A Pacific Power and Light transmission and distribution line runs along the southerly side of the highway, a telephone line is on the northerly side, both will be affected by construction.

Projects of this type are not considered as having any effect on the ambient air quality or noise levels.

6. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Approximately 1½ acres.

   Consequences: Farm land would be removed from production. Field edges would be left in slightly irregular shapes which would make cultivation an inconvenience.

2. Estimated Changes in Traffic Patterns:

   None

   Consequences:

3. Estimated Changes in Land Use:

   None

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   Wildlife habitat along the fence rows would be destroyed.

   Consequences:

   A temporary consequence.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

None apparant.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ XX Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ XX Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

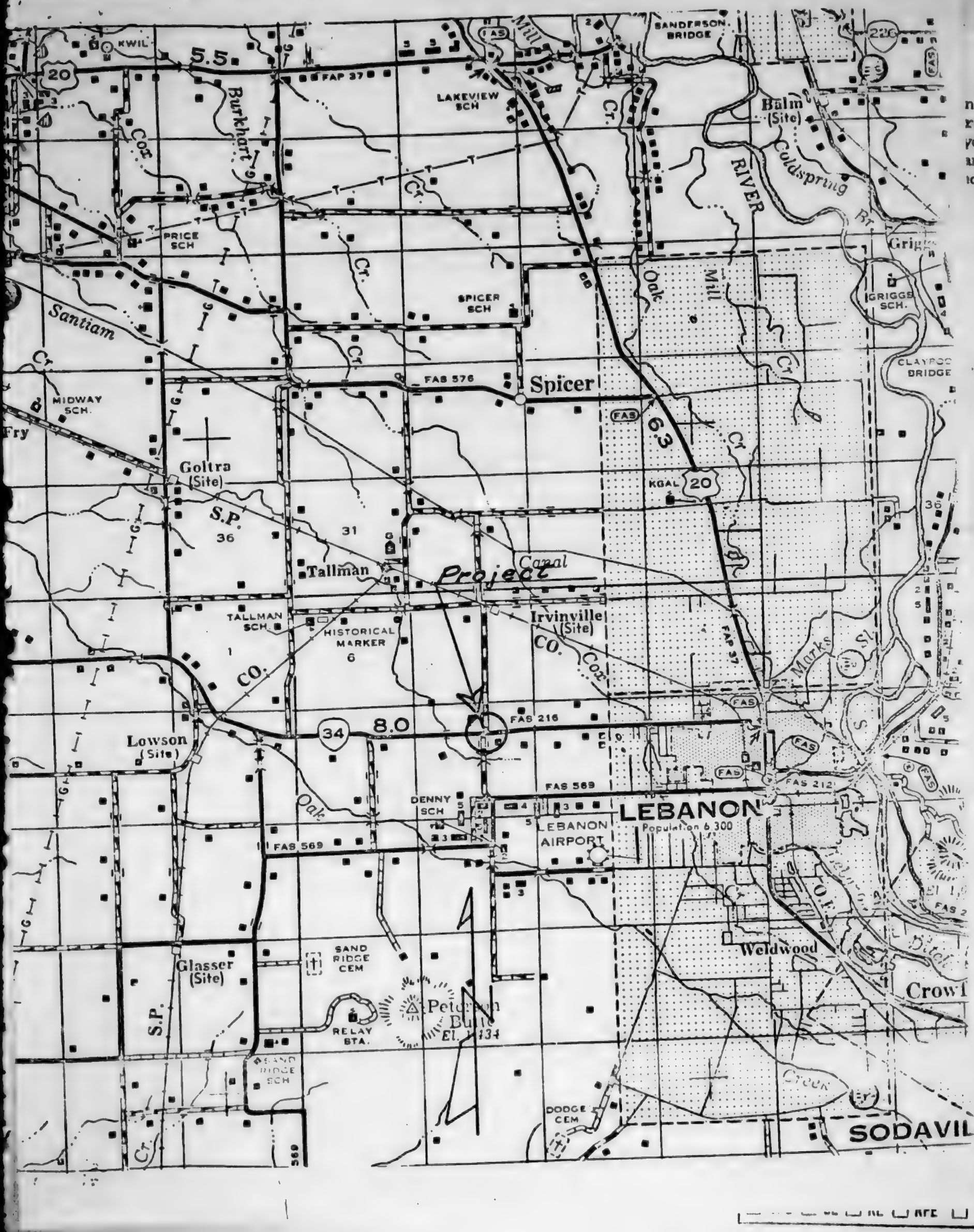
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____


KWIL
20
5.5
FAP 37
Burkhart Cr.
Cox Cr.
LAKEVIEW SCH
Mill Cr.
SANDERSON BRIDGE
Balm (Site)
Coldspring Br.
RIVER
PRICE SCH
SPICER SCH
Santiam Cr.
Oak Mill Cr.
GRIGGS SCH.
CLAYPOOL BRIDGE
FAS 576
Spicer
MIDWAY SCH.
Fry
6.3
Goltra (Site)
S.P.
36
31
Tallman
Canal Project
KGAL
20
TALLMAN SCH.
HISTORICAL MARKER 6
Irvinville (Site)
CO. Cox
FAP 37
Marks St.
FAS 216
34
8.0
Lowson (Site)
FAS 569
DENNY SCH
Oak Cr.
LEBANON
Population 6,300
LEBANON AIRPORT
Weldwood
SAND RIDGE CEM
Glasser (Site)
S.P.
RELAY STA.
SAND RIDGE SCH
DODGE CEM
Creek
SODAVIL
nter
rsteeg
yd
an
drickson
NOTED
S. HUNTER

307

RECEIVED
STATE HWY ENGR
JUL 7'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sec | ... | File

bc: E. S. Hunter
J. H. Versteeg
J. B. Boyd
D. E. Swan
C. O. Fredrickson, w/att.

Robert W. Straub

July 7, 1975

"NOTED"
S. HUNTER

Mr. Gordon Wallace
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Dear Mr. Wallace:

Presented herewith for your consideration are four copies of a proposed agreement covering channelization on the Corvallis-Lebanon Highway and relocation of the connection with County Road No. 704.

Stated in general terms, the State will do all work within the highway right-of-way and the County is to construct the realigned portion of County Road No. 704. The County's portion of the work is to be done prior to or concurrent with the State work to allow closure of the existing connection. This project is currently scheduled for contract at our August 28 bid opening. If you are unable to meet this schedule, please let us know at an early date.

Please examine the terms of the proposed agreement and, if you concur, request the Board of Commissioners to sign three copies, have the County Clerk attest, affix the county seal and forward the three signed copies to County-City Unit, 203 State Highway Building, Salem, Oregon 97310.

If questions arise, or more information is desired, please do not hesitate to call 378-6514.

Very truly yours,

GEORGE N. HOPKINS
Project Development Engineer

By

Mainor C. Holmes
Office Engineer
County-City Unit

MCH:scr

Enclosure

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8307

210

Salem, Oregon
May 23, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

County Road 704 and 705 Section
Corvallis - Lebanon Highway
Linn County

Attached are 4 descriptions, an authorization and Right of Way prints covering Right of Way for the subject project, which is scheduled for August 28, 1975.

The present plans indicate a realignment for County Road 704, which requires Linn County to also acquire Right of Way through the Irvin property (Our File 48595). It seems that either the State or the County should negotiate with Mrs. Irvin for both parcels of Right of Way at the same time.

BY: f
Floyd O. Scott
Right of Way description Engineer

FOS:md

Attach.

8308 Broadbent Sec. on Powers 1975
Hwy. S. of Myrtle Point
(Grading & paving)

C/A 5411 - 8-1-75

C/A 5396 - 7-28-75

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RS-206(10)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-5-85

4. PROGRAM NO.:

5. ITEM NO.: RS-62

2A. COUNTY NAME: Coos

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/4/85

8. FEDERAL ROUTE NUMBER: Secondary 247

9. STATE ROUTE NUMBER: Secondary 242

10. GENERAL LOCATION:

Broadbent - Powers Section

11. GENERAL DESCRIPTION OF WORK

See Below

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 2/27/85 the subject project is terminated and a final voucher should be submitted without further delay.

RECEIVED
STATE HWY ENGR
MAR 6 '85
REFER TO
Potter
FOR

Orig. to
3/6

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/5/85	D. K. Hansen	for Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: February 27, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Termination
Project No. RS-206(10)
Broadbent-Powers Section
Powers Highway
Coos County

I request your approval to terminate the subject project and claim participation for incurred preliminary engineering costs of approximately $232,945.48. This project was approved and authorization given on August 12, 1975 for Phase I work and PS&E preparation was authorized on August 2, 1979 concurrent with approval of the Final Negative Declaration.

There have been two construction projects, RS-105(2) and RS-105(4), contracted as a result of the preliminary engineering work. However, no further construction work is approved in the current Six Year Highway Improvement Program.

A review of the accounting records indicate that no charges have been made for the last couple years. Therefore, we feel the preliminary engineering project should be closed out at this time.

Upon receipt of your approval to terminate the project, I will request the Accounting Section to submit a final voucher.

CPL:me
cc: R. Pool
J. Peterson
General Files

Form 734-2122

8308

July 28, 1977

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On July 26, 1977, we wrote to you concerning release of final payment on Contract No. 8308 awarded to Kimball Construction, Inc., and Alvin L. Lindley for work on the Broadbent Section of the Powers Highway in Coos County.

Final payment on this contract is $1,000 and the total contract amount is $1,754,850.61 including $1,488.82 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

Kimball Construction, Inc. and Alvin L. Lindley
P. O. Box 94
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

6.3a8

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: July 22, 1977

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8308, Work Completed 12-27-76

Project Broadbent

Highway Powers

Count(y) Coos

Type of Work Grading and Paving

Contractor Kimball Const. Inc. & Alvin L. Lindley

Recommended Acceptance Date 7-22-77

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC: bz

cc: R. D. Church

8304

8

July 6, 1977

Laskey-Clifton Corporation
Laskey Road
Reedsport, OR 97467

Gentlemen:

Reference is made to you latter of June 29 informing us that your claim for equipment rental in the amount of $750 against Kimball Construction Company on Contract No. 8308, Broadbent Section in Coos County, was in error.

You mentioned that this claim is actually against the Moon Creek Project FH10-3063. The Moon Creek Project is not a State Highway construction project. The local Federal Highway Administration office suggested that I forward your correspondence to John Burton, Federal Highway Administration in Vancouver, Washington as it is a Bureau of Land Management Project.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc United Pacific Insurance Co.
Eugene and Tacoma

Kimball Construction, Inc., and
Alvan L. Lindley

John Burton
610 East 5th Street
Vancouver, Washington 98661

NOTED ON CRT
7-6-77
fkn

Sec. of State: Please cancel this claim which was filed in your office on June 23, 1977 - your claim file number 5201.

LASKEY-CLIFTON
REEDSPORT
271-2213

CONTRACTING · RENTAL EQUIPMENT

Laskey Road · Reedsport, Oregon 97467

Phone 271-2213 or 271-4741 Evenings 271-1918 or 271-2843

June 29, 1977

Mr. C. W. Head
Transportation Commission Services
Transportation Building
Salem, Oregon 97310

#8308

Dear Sir:

We received a call from Mr.Alvin L. Lindley regarding letters enclosed. He informed us that the equipmental rental charges for Kimball Construction Co. should belong to the Moon Creek Project FH10-3063 instead of the Broadbent Section of the Powers Highway in Coos County in which he was a joint venture. Would you be please forward this to the bonding company involved as you did before. Thank You for your help and we will notify you soon as this matter has been satified.

Laskey-Clifton Corporation
Laskey Road
Reedsport, Oregon

RECEIVED
JUL 1 - 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

STATEMENT

Kimball Construction Co.

P.O. Box 94

Medford, Oregon 97501

DATE 12-15-76

Laskey-Clifton Corporation

Laskey Road
REEDSPORT, OREGON 97467
Phone 271-2213
Home Phone 271-2925 or 271-2543

Original Invoice # 1444-

Roller Rent- 1½ Months @ $ 500.00 per month

$ 750.00

THANK YOU

8310

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Slater Creek-Mystic Creek		WEEK ENDING: June 3, 1977
		SECTION PREFIX: 10-1059
HIGHWAY: Coos Bay-Roseburg		COUNTY: Douglas
NAME OF JOB: Slater Creek-Mystic Creek	KIND OF WORK: Grading, Paving and Structures	
CONTRACTOR: Roy E. Ladd, Inc.	CONTRACT NUMBER: 8310	FEDERAL AID PROJECT NUMBER: RF-DP-29(26)
DATE OF CONTRACT: October 29, 1975	DATE WORK STARTED: March 29, 1976	ESTIMATED COMPLETION DATE: October 14, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 11 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 500	CALENDAR DAYS USED: 366
PROJECT AUTHORIZATION: $ 8,424,979.22	SPECIFIED COMPLETION DATE: September 29, 1977	PERCENT OF TIME ELAPSED: 73
EXCLUSIVE OF ENGINEERING: $ 7,873,945.54	ENGINEERING AUTHORIZATION: $ 551,033.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 45
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 7,873,945.54	ENGINEERING COST TO DATE (adjusted): $ 321,691.71	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 46
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 58 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
95	39	69	18	10			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.74	4.74			4.74
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,238,200 CY	93,700 Ton			30,800 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,238,200 CY	93,700 Ton			30,800 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	849,160 CY	16,400 Ton			3,200 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK: 2 Dozers; 2 Compressors; Drill; Loader; Flatbed; Crane.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9310	9311						
PERCENT	48	96						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	Fair	0		Memorial Day Shutdown
MONDAY 30	Showers	0		Memorial Day Shutdown
TUESDAY 31	Fair	1		
WEDNESDAY 1	Fair	1		
THURSDAY 2	Fair	1		
FRIDAY 3	Showers	1		
SATURDAY 28	Showers	0		Memorial Day Shutdown

RECEIVED
JUN 6 1977
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 29	No work.
MONDAY 30	No work.
TUESDAY 31	Clearing 12 Mile waste area,(EWO 24). Working grade, 1385. Installing water line, Bear Cr. Park (EWO 25). Drilling, 1330. Forming parapet rails, Br. 9311.
WEDNESDAY 1	Clearing 12 Mile waste area (EWO 24). Drilling, 1330. Removing logs and piling brush, 1354 Lt. Trenching for water line, Bear Cr. Park (EWO 25).
THURSDAY 2	Clearing 12 Mile waste area (EWO 24). Drilling, 1330. Installing water line, Bear Cr. Park (EWO 25). Clearing slide debris, 1272 Lt. Working on equipment crossing to 12 Mile waste area.
FRIDAY 3	Clearing 12 Mile waste area (EWO 24). Drilling, 1330. Installing water line, Bear Cr. Park (EWO 25).
SATURDAY 28	No work.

REMARKS

OR: Construction
2cc: Construction
cc: Region
cc: Ellis Jones
cc: File

SIGNED A Gustafson LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

LASK
COR
REI

8308

5201

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

bc - Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FILED
JUN 23 1977
NORMA PAULUS
SECRETARY OF STATE

June 22, 1977

RECEIVED
JUN 23 1977
NORMA PAULUS
SECRETARY OF STATE

Laskey Clifton Corporation
Laskey Road
Reedsport, OR 97467

Attention: Donald L. Laskey, President

Gentlemen:

Reference is made to your letter of June 16, 1977, with attached invoice indicating that Kimball Construction, Inc. owes you for equipment rental in the amount of $750.

This appears to be in connection with the Kimball Construction, Inc. and Alvin L. Lindley Contract No. 8308 for work on the Broadbent Section of the Powers Highway in Coos County.

The United Pacific Insurance Co. furnished the bond on this contract. We will advise them of the receipt of your letter, and we will also forward it to the Secretary of State for filing.

Please let us know when this matter has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:dda

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

United Pacific Insurance Co.
P. O. Box 1783
Eugene, OR 97401

Kimball Construction, Inc.
and Alvin L. Lindley
P. O. Box 94
Medford, OR 97501

NOTED ON CARD
6-24-77
dda

RECEIVED
JUN 24 1977
COMM... SERVICES
...RTMENT OF TRANSPORTATION

ead
Services
tion Bldg.
gon 97310

June

Laskey Road - Reedsp

Enclosed find
Contract # 8308
used by Kimball
d, Oregon 97501
This bill

ciate it if you

any.

Thank y

ter. If you ne

t us know and w

vailable.

LASKEY-CLIFTON
CORPORATION
REEDSPORT
271-2213

CONTRACTING · RENTAL EQUIPMENT

Laskey Road · Reedsport, Oregon 97467

Phone 271-2213 or 271-4741 Evenings 271-1915 or 271-2543

June 16, 1977

Mr. C. W. Head
Commission Services
Transportation Bldg.
Salem, Oregon 97310

Dear Sir:

Enclosed find statement for equipment rental use on Contract # 8308 at Broadbent, Oregon near Coos Bay, Oregon used by Kimball Construction Co., P.O. Box 94, Medford, Oregon 97501.

This bill has never been paid so we would appreciate it if you would forward it to their bonding company.

Thank you for your attention to this matter. If you need any further information please let us know and we will send it along also if it is available.

Very Truly Yours,

Donald L. Laskey

Donald L. Laskey, President
Laskey-Clifton Corporation
Laskey Road
Reedsport, Oregon 97467

Encl: (1)
DDL:cch

RECEIVED
JUN 17 1977
COMMISSION SERVICE
DEPARTMENT OF TRANSPORTATION

(Broadcast)

DUPLICATE

RECEIVED
JUN 17 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#2308

A. E. PIAZZA
LAWYER
THE ARCADE, 126 EAST MAIN STREET
MEDFORD, OREGON 97501
TELEPHONE 772-5229

March 30, 1977

RECEIVED
STATE HWY ENGR
APR 1 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sec | Act | File

Maurice V. Engelgau
Attorney at Law
PO Bx 338
Coquille, OR 97423

Re: Benham Concrete, Inc. - Kimball Construction Inc.

Dear Mr. Engelgau:

Kimball Construction, Inc., has requested that I respond to various communications concerning the claim of Benham Concrete.

Nowhere in the communications have I been able to determine the basis of your client's claim. Mr. Kimball checked with all employees connected with the project, including the superintendent who is no longer employed by Kimball Construction, and they have all confirmed that no material was removed from any property other than the right-of-way. In addition, the total of the type of material that was used for backfilling did not exceed 200 yards. Finally, the material that was used for the backfilling was not quarter minus gravel material, but residue from a stockpile that had been moved, consisting largely of sand.

I presume you have some confirmation and evidence of your client's claim, other than a mere statement, and upon receipt of notice of that evidence, we will reexamine and reconsider. Otherwise, we must respectfully decline to consider the claim.

claim filed with sec. of state 11/26/76 in the amt of $3,800. for materials

Yours truly,

A. E. Piazza

AEP/ch
cc: H. S. Coulter, State Highway Engineer,
140 State Highway Bldg, Salem, OR 97310
cc: Walt Barrie, Attorney, 211 State Highway Bldg, Salem, OR 97310
cc: United Pacific Ins. Co., PO Bx 1788, Eugene, OR 97401
cc: United Pacific Ins. Co., Fidelity & Surety Dept.,
P O Bx 1216, Tacoma, WA 98401
cc: Kimball Construction, P O Bx 94, Medford, OR 97501

NOTED
C. W. HEAD

8308

PRO 6-2

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

March 28, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Study Report
Project No. RS-206(-)
Broadbent-Powers Section
Powers Highway
Coos County

Attached for your information is a copy of the study report with supporting documents for the subject project to aid you in your consultation with the Oregon State Highway Division during preparation of the final Negative Declaration.

Upon FHWA's adoption of the final negative declaration we request for Project No. RS-206(10) your authorization to proceed with the portion of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $18,500 with obligation of $14,500 in federal funds.

JLG:ljt
Attachments

cc: H. S. Coulter
F. E. Terpin
Gary Potter
J. H. Versteeg
R. W. Ellison
A. Shirley, Jr. (Reg. 3)
W. Wakerlig

RECEIVED
STATE HWY ENGR
MAR 29 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

February 16, 1977

Mr. John L. Bushnell, President
Powers Chamber of Commerce
Post Office Box 116
Powers, OR 97466

Dear Mr. Bushnell:

Thank you for your expression of appreciation for the Broadbent Section of the Powers Highway. It is a pleasure to receive such compliments.

Your January 20 letter indicated a preference for cutting across the point at the Rowland Creek Section rather than following the existing alignment with a moderate improvement. You also mentioned that you thought costs were nearly the same.

Since the project was discussed with you at Powers last December, we have made comparative estimates for the Rowland Creek Section. The alternative over the ridge is estimated to cost approximately $1,110,000, and improving the alignment around the point approximately $650,000. The ridge route requires about 116,000 cubic yards of excavation as compared to about 36,000 cubic yards to go around the point. About 60,000 cubic yards of excess material on the ridge route would have to be wasted.

Although the ridge route would have better horizontal alignment and would be about one quarter mile shorter, we feel these benefits are insufficient to justify the substantial additional cost.

I hope these comments adequately answer your questions regarding the choice of alignment. If you should wish further information, please do not hesitate to write.

Sincerely,

H. S. Coulter
State Highway Engineer

WNH:jp ESH:ia

bc E. S. Hunter
R. L. Schroeder
F. E. Terpin
Alfred Shirley, Jr.

GOOD HUNTING and FISHING

"The Community With a Future" POWERS, OREGON 97466

January 20, 1977

Oregon State Highway Dept.
F.B. Klaboe Administrator
Salem, Oregon 97310

Dear Mr. Klaboe:

The Powers Chamber of Commerce would like to thank you for the Broadbent Section of the Powers Hwy #242, and want to commend you for such a nice job, in both your designing and construction.

They would like also, for you to reconsider the Rowland Creek Section of this same Hwy, noting that the widening of the present road and the previous alignment plan costs, are quite near the same.

We urge you to consider your previous plan of alignment.

Yours truly,
Powers Chamber of Commerce
John L Bushnell
John L. (Jack) Bushnell, Pres.

JLB:fem
cc Alfred Shirley
Bill Brown

RECEIVED
JAN 26 1977
LOCATION SECTION

RECEIVED
DOT OFFRAN...S
JAN 26 '77
REFER TO
FOR
Info | Invest | R/D | D/S | Sign | Init | File

RECEIVED
STATE HWY ENGR
JAN 26 '77
REFER TO
Hunter

...ma, Washington 98401

8308

FORM 81-734-3030

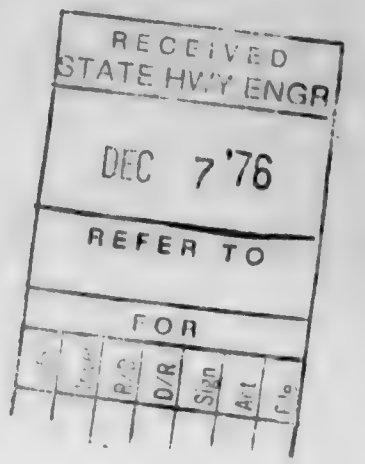
OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 7, 1976

FILE:



FROM: Donald L. Trout
Design Office Engineer

TO: Alfred Shirley, Jr.
Region 3 Engineer

SUBJECT: Hermann Property
Material Source
Broadbent Section
Powers Highway
Coos County

NOTED
E. S. HUNTER

The question has recently come up about the property owner "taking over" and accepting our responsibilities for the reclamation of this site. It should be recognized that once we begin a project such as this and enter an agreement with a property owner for a source of material that we have established and accepted certain responsibilities we cannot abandon.

This project is in a very sensitive environmental setting and the improvement of this highway was only allowed after a complete Environmental Impact Statement was approved. The Environmental Impact Statement, being our commitment to the public, states that "Borrow sites that are on private property will be governed by the contract or agreement between the private party and the contractor". We leased the material source from the property owner and our lease states we will reclaim the site by salvaging the top-soil and spreading it over the flat portion of the borrow area at the termination of our lease. The agreement further states we will seed and mulch all disturbed areas according to our specifications and Reclamation Plan, for livestock forage in this area. The EIS ties us into our lease agreement and the lease agreement ties us in with the Reclamation Plan we filed with the Dept. of Geology and Mineral Industries.

It was further learned through conversation with Mr. Frank Morrison, Resident Engineer, and Mr. Tom Ehmett, Dept. of Geology and Mineral Industries, that the property owner has had a valid contract for sometime with a party for material removal from his entire property that would entitle him to a Total Exemption from the Dept. of Geology and Mineral Industries. Such a Total Exemption would not require the reclamation of any of his property.

It is quite evident that if we were to turn over our reclamation obligations to the property owner, we would not be fulfilling our obligations in the EIS, Lease Agreement and Reclamation Plan. If the site were not reclaimed, the Highway Division would receive the blame from the public since we were the last ones operating in the pit.

Therefore it is necessary that we complete our obligations for this project. If there are any questions, please call.

DLT:jh
cc: E. S. Hunter
C. T. Keasey
Frank Morrison
Tom Ehmett, DOGMI

...ington 98401

8308

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 30 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 24, 1976

Mr. Maurice V. Engelgau
Attorney at Law
P.O. Box 338
Coquille, OR 97423

5756

FILED
NOV 26 1976
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
11-30-76

Dear Mr. Engelgau:

This will acknowledge receipt of your letter of November 22 addressed to Robert Burco, Director, Department of Transportation, advising that Kimball Construction, Inc., and Alvan L. Lindley owes Benham Concrete, Inc., for materials in the amount of $3,800.

This appears to be in reference to the Kimball Construction, Inc., and Alvin L. Lindley Contract No. 8308 on the Broadbent Section of the Powers Highway in Coos County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of this claim and will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Kimball Construction Inc.,
and Alvin L. Lindley
P.O. Box 94
Medford, OR 97501

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

United Pacific Ins. Co.
Fidelity & Surety Dept.
P.O. Box 1216
Tacoma, Washington 98401

MAURICE V. ENGELGAU
ATTORNEY AT LAW
295 NORTH BAXTER STREET
POST OFFICE BOX 338
COQUILLE, OREGON 97423
TELEPHONE 396-4312

November 22, 1976

Robert Burco, Director
Department of Transportation
State Highway Building
Salem, Oregon 97310

RE: Benham Concrete, Inc. v. Kimball Construction Inc. and Lindley

Dear Sir:

I represent Benham Concrete, Inc., who provided materials to the contractors, Kimball Construction Inc. and Lindley, on the Broadbent section of the Powers Highway in Coos County, Oregon. Request for payment has been denied, and it is the intention of Benham Concrete, Inc. to file a lien on the contractors bond for the amount due it.

Attached hereto is letter from F. D. Morrison, Resident Engineer, advising that a notice of intent to claim a right to compensation should be filed with you.

The amount of Benham's claim is in the sum of $3,800.00, based upon a claim that the contractors removed a total of 1,000 yards of materials from Benham's properties with a market value of $3.80 per yard.

If there is an appropriate form to complete and file with your office, please forward the same so that they can be completed.

Thank you for your courtesy in this matter.

Very truly yours,

MAURICE V. ENGELGAU

MVE/lg
cc: ~~Mr.~~ H. S. Coulter, State Highway Engineer, 140 State Highway Bldg., Salem, Or.;
Mr. Walt Barrie, Attorney, 211 State Highway Building, Salem, Oregon 97310;
Benham Concrete, Inc., P. O. Box 665, Coquille, Oregon 97423

RECEIVED
STATE HWY ENGR
NOV 23 '76
REFER TO
Cecil Head
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DEPARTMENT

NOV 19 REC'D

Coquille, Oregon
November 18, 1976

Maurice V. Engelgau
Attorney at Law
P. O. Box 338
Coquille, Oregon 97423

Re: Benham Concrete, Inc. vs. Kimball Construction Inc. and Lindley

Mr. Engelgau:

In response to your letter dated November 16, 1976, to this office, requesting the legal name of the contractor, who is working on the Broadbent Section of the Powers Highway, in Coos County, being contract No. 8308.

The contractors name, as shown on the Contract and Bond for Highway Construction, is Kimball Construction, Inc. & Alvin L. Lindley, J. V.

I must also inform you that this is not the proper office to file for Notice Of Intent to claim a right to compensation on the bond, filed by the contractor, covering the Broadbent Project.

To claim a right to compensation the bond, please submitt your notice of intent to Mr. Robert Burco, Director, Department of Transportation, State Highway Building, Salem, Oregon 97310. Also send copies to Mr. H. S. Coulter, State Highway Engineer, 140 State Highway Building, Salem, Oregon and Mr. Walt Barrie, Attorney, 211 State Highway Building, Salem, Oregon 97310.

cc: Const. Office-Salem
Region Office-Roseburg
Walt Barrie-Salem

Very truly yours,

T. D. Morrison

T. D. Morrison, Res. Engr.
P. O. Box 716
Coquille, Oregon 97423

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

Routing: Keasey, Bond, Jackmond, Harwood, Johnson, Walker

RECEIVED
SEP 15 1976
CONSTRUCTION SECTION

Richards, Glenn, Berg

DATE September 14, 1976

TO J. X. Wilson, Region Const. Engr.

FROM F. D. Morrison, Res. Engr.

SUBJECT Possible Law Suit

Attached please find a letter, received by this office on Sept. 13, 1976, addressed to Kimball Construction Inc. and A. L. Lindley, from an Attorney, representing Benham Concrete Inc.

The letter requests payment for ¾"-0 material allegedly used by Kimball Construction Inc. & A. L. Lindley on the Broadbent Section of the Powers Highway, in Coos County, Contract No. 6308.

This copy if for your information, as Benham Concrete Inc. is not a subcontractor on the above mentioned project.

CC: Const. Office ✓

9-15-76

Copy of letter & attachment sent to Cecil Head/
WR

...TED
C. W. HEAD

MAURICE V. ENGELGAU
ATTORNEY AT LAW
[illegible] NORTH BAXTER STREET
POST OFFICE BOX [illegible]
COQUILLE, OREGON 97423
TELEPHONE [illegible]

September 10, 1976

Kimball Construction Inc., and
A. L. Lindley
P. O. Box 94
Medford, Oregon 97501

RE: Benham Concrete, Inc., an Oregon corp. - Kimball Construction Inc. and A. L. Lindley

Gentlemen:

I have been retained by Benham Concrete, Inc. to represent it with reference to a claim for quarter minus gravel materials which belonged to it, and which you removed in the past year from premises leased by Benham Concrete, Inc.

Benham Concrete indicates that you removed a total of 1,000 yards of materials, and that the market value of the materials is $3.80 per yard, making a total amount of $3,800.00 that you owe Benham Concrete, Inc.

Demand is hereby made that you forthwith pay said sum. In the event that payment is not received on or before October 1, 1976, Benham Concrete will have no choice except to proceed with appropriate action at law, including action on your bond with the State of Oregon, it being my understanding that these materials were used on a State Highway project.

Very truly yours,

MAURICE V. ENGELGAU

MVE/lg
cc: Benham Concrete, Inc., c/o Dean Benham, P.O. Box 665, Coquille, Or.
Oregon State Highway Commission, 101 East Second, Coquille, Oregon 97423

8301

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-96		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Coos
MODIFICATION NUMBER	8-16-76	Project Number JOP-206(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 29, 1975 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,974,959.00	$ 1,987,452.00
Federal funds	$ 1,542,658.00	$ 1,534,011.00
Other revisions		

This modification is made for the following reasons:

To include additional approved items of work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of August, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green
(Division Administrator)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, August 10, 1976

Federal-aid Project
No. JOP-206(9)

BROADBENT SECTION
POWERS HIGHWAY
COOS COUNTY

Revised Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 55+64.77 to Sta. 175+79.66)

Mobilization	All Required		$ 132,400.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	550 sq.ft.	4.00	2,200.00
Temporary Barricades	22 only	150.00	3,300.00
Flagmen	1,800 hour	15.00	27,000.00
Clearing and Grubbing	All Required		36,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	6,755 cu.yd.	9.00	60,795.00
Embankment Foundation Excavation	5,350 cu.yd.	4.00	21,400.00
Toe Trench Excavation	3,435 cu.yd.	8.00	27,480.00
Embankment in Place	240,500 cu.yd.	1.90	456,950.00
Granular Embankment	375 cu.yd.	4.00	1,500.00
Trench Excavation	3,475 cu.yd.	6.00	20,850.00
Tractor with Dozer and Winch	48 hour	40.00	1,920.00
Saw, Portable Chain	96 hour	3.00	288.00
Laborers	192 hour	15.00	2,880.00
Finishing Roadbed and Slopes	2.41 mile	2,000.00	4,820.00
Obliteration of Roadway	11,000 sq.yd.	0.40	4,400.00
Watering	1,500 M-gal.	5.00	7,500.00
1" - 0 Aggregate Base	12,000 ton	4.85	58,200.00
Lime Treated Subgrade	50,000 sq.yd.	0.60	30,000.00
Lime for Treated Subgrade	560 ton	75.00	42,000.00
Cement Treated Base Mixture	22,750 ton	7.00	159,250.00
Portland Cement in CTB Mixture	1,250 ton	75.00	93,750.00
Asphalt in Seal	60 ton	150.00	9,000.00
Class B or Class C Asphalt Concrete Mixture	12,700 ton	13.00	165,100.00
Asphalt Cement in Mixture	825 ton	90.00	74,250.00
Asphalt in Tack Coat	5 ton	150.00	750.00
72-inch Structural Plate Pipe (12 Ga.)	44 lin.ft.	80.00	3,520.00

156-inch Structural Plate Pipe	222 lin.ft.	150.00	$ 33,300.00
8-inch Culvert Pipe	530 lin.ft.	5.00	2,650.00
12-inch Culvert Pipe	1,310 lin.ft.	6.00	7,860.00
18-inch Culvert Pipe	645 lin.ft.	8.00	5,160.00
24-inch Culvert Pipe	670 lin.ft.	11.00	7,370.00
30-inch Culvert Pipe	70 lin.ft.	15.00	1,050.00
8-inch Sewer Pipe	40 lin.ft.	6.00	240.00
12-inch Sewer Pipe	300 lin.ft.	8.00	2,400.00
18-inch Sewer Pipe	885 lin.ft.	11.00	9,735.00
Concrete Manholes	4 only	700.00	2,800.00
Concrete Inlets, Type G-1	5 only	500.00	2,500.00
6-inch Drain Pipe	260 lin.ft.	5.00	1,300.00
Special Filter Material in Drains	30 cu.yd.	15.00	450.00
Guard Rail, Type 2	6,875 lin.ft.	5.00	34,375.00
Guard Rail, Type 2A	900 lin.ft.	9.00	8,100.00
Guard Rail Anchors, Type 1	11 only	260.00	2,860.00
Rail End Pieces, Type B	7 only	45.00	315.00
Rail End Pieces, Type C	11 only	110.00	1,210.00
Concrete Curbs	46 cu.yd.	90.00	4,140.00
Extra for Asphalt Approaches	35 only	100.00	3,500.00
Paved Culvert End Slopes	530 sq.ft.	4.00	2,120.00
Loose Riprap, Class 100	90 cu.yd.	20.00	1,800.00
Loose Riprap, Class 700	9,000 cu.yd.	10.00	90,000.00
Filter Blanket	2,240 cu.yd.	5.00	11,200.00
Guide Posts	110 only	12.00	1,320.00
Roadside Seeding and Mulching	24 acre	400.00	9,600.00
			$1,704,858.00

Anticipated Items			
Slide Correction (E.W.)	All Required		$ 25,000.00
Permanent Signing (S.F.)	All Required		1,920.00
Permanent Pavement Striping (S.F.)	All Required		500.00
Temporary Erosion Control (E.W.)	All Required		10,000.00
Work by Pacific Power and Light Co.	All Required		27,663.00
Work by Broadbent Water	All Required		4,250.00
PA No. 1, Title 10 Requirement Costs	All Required		31,000.00
PA No. 5, Culvert Pipe Revision	Lump Sum		1,424.00
EWO No. 1, Water Line Connections	All Required		1,600.00
Embankment Road Material (Royalty)	200,000 cu.yd.	0.20	40,000.00
PA No. 7, Delete Bid Items 21 & 22	All Required		(72,000.00)
PA No. 7, Substitute 1" - 0 Aggregate Subbase	27,750 cu.yd.	1.10	30,560.00
			$ 101,917.00

Subtotal	$1,806,775.00
Engineering	180,677.00
Total	$1,987,452.00

Length of Roadway - - - - - 2.278 Miles
Cost of Roadway Per Mile- - $872,454.78

Federal Funds - - - - -

BROADBENT SECTION
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 2,500.00

8304

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
12-291	FEDERAL-AID PROJECT AGREEMENT	County: Coos
	12-29-75	Project No.: JOP-206(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St.Rd., 1.3 Mi. N. of Broadbent, S. 2.3 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	5-28-75	2.28

ESTIMATED TOTAL COST OF PROJECT	FUNDS FEDERAL FUNDS
$ 1,974,959.00	Pro Rata 78.19% $ 1,542,658.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green
(Division Administrator)

Date executed by Division Administrator DEC 23 75

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, December 23, 1975

Federal-aid Project
No. JOP-206(9)

BROADBENT SECTION
POWERS HIGHWAY
COOS COUNTY

Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 55+64.77 to Sta. 175+79.66)

Mobilization	All Required		$ 132,400.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	550 sq.ft.	4.00	2,200.00
Temporary Barricades	22 only	150.00	3,300.00
Flagmen	1,800 hour	15.00	27,000.00
Clearing and Grubbing	All Required		36,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	3,800 cu.yd.	9.00	34,200.00
Embankment Foundation Excavation	5,350 cu.yd.	4.00	21,400.00
Toe Trench Excavation	3,435 cu.yd.	8.00	27,480.00
Embankment in Place	240,500 cu.yd.	1.90	456,950.00
Granular Embankment	375 cu.yd.	4.00	1,500.00
Trench Excavation	3,475 cu.yd.	6.00	20,850.00
Tractor with Dozer and Winch	48 hour	40.00	1,920.00
Saw, Portable Chain	96 hour	3.00	288.00
Laborers	192 hour	15.00	2,880.00
Finishing Roadbed and Slopes	2.41 mile	2,000.00	4,820.00
Obliteration of Roadway	11,000 sq.yd.	0.40	4,400.00
Watering	1,500 M-gal.	5.00	7,500.00
1" - 0 Aggregate Base	12,000 ton	4.85	58,200.00
Lime Treated Subgrade	50,000 sq.yd.	0.60	30,000.00
Lime for Treated Subgrade	560 ton	75.00	42,000.00
Cement Treated Base Mixture	22,750 ton	7.00	159,250.00
Portland Cement in CTB Mixture	1,250 ton	75.00	93,750.00
Asphalt in Seal	60 ton	150.00	9,000.00
Class B or Class C Asphalt Concrete Mixture	12,700 ton	13.00	165,100.00
Asphalt Cement in Mixture	825 ton	90.00	74,250.00
Asphalt in Tack Coat	5 ton	150.00	750.00
72-inch Structural Plate Pipe (12 Ga.)	44 lin.ft.	80.00	3,520.00

156-inch Structural Plate Pipe	222 lin.ft.	150.00	$ 33,300.00
8-inch Culvert Pipe	530 lin.ft.	5.00	2,650.00
12-inch Culvert Pipe	1,310 lin.ft.	6.00	7,860.00
18-inch Culvert Pipe	645 lin.ft.	8.00	5,160.00
24-inch Culvert Pipe	670 lin.ft.	11.00	7,370.00
30-inch Culvert Pipe	70 lin.ft.	15.00	1,050.00
8-inch Sewer Pipe	40 lin.ft.	6.00	240.00
12-inch Sewer Pipe	300 lin.ft.	8.00	2,400.00
18-inch Sewer Pipe	885 lin.ft.	11.00	9,735.00
Concrete Manholes	4 only	700.00	2,800.00
Concrete Inlets, Type G-1	5 only	500.00	2,500.00
6-inch Drain Pipe	260 lin.ft.	5.00	1,300.00
Special Filter Material in Drains	30 cu.yd.	15.00	450.00
Guard Rail, Type 2	6,875 lin.ft.	5.00	34,375.00
Guard Rail, Type 2A	900 lin.ft.	9.00	8,100.00
Guard Rail Anchors, Type 1	11 only	260.00	2,860.00
Rail End Pieces, Type B	7 only	45.00	315.00
Rail End Pieces, Type C	11 only	110.00	1,210.00
Concrete Curbs	46 cu.yd.	90.00	4,140.00
Extra for Asphalt Approaches	35 only	100.00	3,500.00
Paved Culvert End Slopes	530 sq.ft.	4.00	2,120.00
Loose Riprap, Class 100	90 cu.yd.	20.00	1,800.00
Loose Riprap, Class 700	9,000 cu.yd.	10.00	90,000.00
Filter Blanket	2,240 cu.yd.	5.00	11,200.00
Guide Posts	110 only	12.00	1,320.00
Roadside Seeding and Mulching	24 acre	400.00	9,600.00
			$1,678,263.00

Anticipated Items		
Slide Correction (E.W.)	All Required	$ 25,000.00
Permanent Signing (S.F.)	All Required	2,000.00
Permanent Pavement Striping (S.F.)	All Required	500.00
Temporary Erosion Control (E.W.)	All Required	10,000.00
Work by Pacific Power and Light Co.	All Required	27,663.00
Work by Broadbent Water	All Required	4,250.00
Price Agreement (Extra Labor Cost)	All Required	31,000.00
		$ 100,413.00
	Subtotal	$1,778,676.00
	Engineering	196,283.00
	Total	$1,974,959.00

Length of Roadway - - - - - 2.278 Miles
Cost of Roadway Per Mile- - $866,970.59

Federal Funds	$1,542,658.00
State Funds	432,301.00
Total Cost	$1,974,959.00

Group 1 - 100%

Contract No. 8308

Prefix No. 106-1031

BROADBENT SECTION
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 2,500.00

8308

Kimball Construction Post Office Box 94 • Phone (503) 779-8071 • Medford, Oregon 97501

July 22, 1976

Mr. Frank Morrison
Resident Engineer
76 East Main Street
Coquille, Oregon 97423

copy P.C. 7-1

Re: Lime Treated Subgrade
Contract #8308, etc.

Dear Sir:

Your knowledge and experience in the construction industry coupled with that of mine has resulted in a saving to the State of Oregon of many thousands of dollars. These dollars were saved by the substitution of reject material from our crusher-one foot deep, to replace the original bid items for lime treated subgrade and lime in the subgrade.

I want to acknowledge my gratitude for your aid in helping with this change that resulted in the savings to the state of this money.

I have been in the construction business for 25 years and I certainly appreciate working with an engineer who has the knowledge and who utilizes it as well as you do. This virtue creates an end product that can not be accomplished by people of less experience and knowledge.

Yours very truly,

Gale G. Kimball
KIMBALL CONSTRUCTION, INC.

GGK/dh

cc
Carol Keasy - Roseburg
Fred Klaboe - Salem

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
JUL 27'76
REFER TO
Bob Sturley
FOR
Info | Inves | R/D | D/R | Sign | Act | File
✓

7-28-76

RECEIVED
DOT OPERATIONS
JUL 23'76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8308

PRO 6-2

June 23, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulfen
Project Management Engineer

SUBJECT Program Data Submission

We are submitting PR-9 forms (Request for Approval of Individual Project Program Change) and required PR-1 forms (Program Data) for Project RS-S-206(8) to add necessary prefix letter "S" to jointly finance this project with both Rural Secondary and Secondary to prevent balance of Secondary funds (Appn. Code 022) from lapse.

CL:md

Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

Budget Bureau No. 41-R

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION (45 typewriter spaces): St. Rd. 1.3 mi. N. of Broadbent S. 2.3 mi. (21–65) — ADT: 1,400 — FUTURE ADT: 2,380 — YEAR: 94 (68)(70)(71)(72) — REGION: 10 (74)(75) — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces): Right-of-Way Acquisition (28–62) — NATL. FOREST (63)(65) — FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66)(68); SUPV AGCY 69; DA CLASSIF. 70; DA AREA 71; EMERG. YR. 72 73; PL AUTH YR 74 75 — PROJECT NUMBER: PREFIX LETTER(S) 14 23: RS-S-; NUMBER-A 7: 206(8)

CARD 4 — CLASS OF FEDERAL FUNDS 1: Rural Secondary and Secondary — NAME OF URBAN AREA 17-31: ---- — COUNTY NAME: Coos

F.A. SYSTEM: Secondary — RTE NO.: S — FEDERAL AID: 247 — STATE (32): 242

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)(58)	PROJECT COST TOTAL COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	
1	(13-18)	10	41	42	43 - 46	53									
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	24	RS-206(8)	St. Rd. 1.3 mi. N. of Broadbent to S. 2.3 mi. "Broadbent Section"	2.438	102,250	79,940	22,310	ROW inc rel
										PROJECT TOTAL	2,438	102,250	79,940	22,310	
5					PE ROW CONST		REQUESTED REVISION Stage 2	24	RS-S-206(8)	Same as Above	2.438	(102,250) 37,670.00	(79,940) 29,449.96	8,220.04	ROW incl loca
										PROJECT TOTAL	2.438	37,670.00	29,449.96	8,220.04	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — PROJECT WITHDRAWN YES ☐

1 — COLUMN 14 ——→ CODE 11 — CODE 2

REASON FOR CHANGE:

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CTION NO.

TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

BER	PROJECT LOCATION (45 typewriter spaces)			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.		
	St. Rd. 1.3 mi. N. of Broadbent S. 2.3 mi.	ADT	1,400	2,380 94	10	Oregon	41	075 022	24		
(20)	21 65			(66) (70)(71) (72)	(74) (75)		(2) (3)	4 6	(14) (18)		

OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
		FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
-of-Way Acquisition								RS-S-	206(8)		
62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	14 23	7 13	(24) (26)	27

EDERAL FUNDS *
Rural Secondary and Secondary

COUNTY NAME
Coos

CODE
14 011 16

BAN AREA

F.A. SYSTEM
Secondary

RTE NO.	FEDERAL AID	STATE	U.S.
S	247	(32) 242	(36)(37) ---- (41)

PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
(41)	42	43 - 46	53					(54) (58)	(59) (66)	(67) (78)		
		PE		ITEM AS NOW PROGRAMED	24	RS-206(8)	St. Rd. 1.3 mi. N. of Broadbent to S. 2.3 mi.					ROW Acquisition all phases incl. incidentals and relocation assistance.
		ROW					"Broadbent Section"	2.438	102,250	79,940	22,310	
		CONST		Stage 2								
							PROJECT TOTAL	2,438	102,250	79,940	22,310	
		PE			24	RS-S-206(8)	Same as Above					ROW Acquisition all phases incl. incidentals and relocation assistance.
		ROW		REQUESTED REVISION				2.438	(102,250) 37,670.00	(79,940) 29,449.96	8,220.04	
		CONST		Stage 2					(16) (23)	(24) (33)		
							PROJECT TOTAL	2,438	37,670.00	29,449.96	8,220.04	

or PR-9 has been submitted Yes ☐
ast 7 days.

PROJECT WITHDRAWN YES ☐

CODE 11 → CODE 2

REASON FOR CHANGE:

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

Budget Bureau No. 41-R20

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2 — REPORT NUMBER (19)–(20) | PROJECT LOCATION (45 typewriter spaces) 21–65 | ADT | FUTURE YEAR (66)–(70) | REGION (71)–(72) | STATE NAME (74)–(75)

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) 28–62 | NATL. FOREST (63)–(65) | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66)–(68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72–73 | PL AUTH YR 74–75 | PROJECT NUMBER: PREFIX LETTER(S) 14–23 | NUMBER-AG 7

CARD 4 — CLASS OF FEDERAL FUNDS [1] | COUNTY NAME | NAME OF URBAN AREA 17–31 | F.A. SYSTEM | RTE NO. | FEDERAL AID | STATE (32)

CARD 5	LINE NO.	CHNG CODE 16	PROJECT COUNT 41–42	WORK CL	WORK TYPE 43–46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(58)	PROJECT COST: TOTAL COST (59)–(66)	FEDERAL FUNDS (67)–(78)	STATE FUNDS	
1															
5					PE		Requested Revision Stage 2	1132	S-RS-206(8)			(102,250)	(79,940)		ROW incl reloc
					ROW						2.438	64,580.00	50,490.04	14,089.96	
					CONST										
										PROJECT TOTAL	2.438	64,580.00	50,490.04	14,089.96	
5					PE		RE-QUESTED REVISION								
					ROW										
					CONST										
										PROJECT TOTAL		(18)	(23) (24)	(33)	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ | PROJECT WITHDRAWN YES ☐

CARD 1 — COLUMN 16 ⟶ CODE 11 | CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To jointly finance this project utilizing balance of Secondar 022 to prevent lapse.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPR
August 16, 1974	DATE June 23, 1976	DATE	DATE
OTHER: December 23, 1974 September 11, 1975 March 23, 1976	SIGNATURE	SIGNATURE	SIGNATURE
	[redacted] Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces) | ADT | FUTURE YEAR | REGION | STATE NAME | STATE CODE | APPN. CODE | ITEM NO.

PROPOSED WORK (35 spaces) | NATL. FOREST | FOR MISCELLANEOUS FUNDS ONLY: FM ROUTE NO, SUPV AGCY, DA CLASSIF., DA AREA, EMERG. YR., PL AUTH YR | PROJECT NUMBER: PREFIX LETTER(S), NUMBER-AGR. NO. | I PROJECTS ONLY: POST MI., DESIG.

COUNTY NAME | CODE

FUNDS | F.A. SYSTEM | RTE NO. | FEDERAL AID | STATE | U.S.

WORK TYPE	STATE	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
E		Requested	1132	S-RS-206(8)			(102,250)	(79,940)		ROW Acquisition all phases including incidentals and relocation assistance.
ROW		Revision Stage 2				2.438	64,580.00	50,490.04	14,089.96	
CONST					PROJECT TOTAL	2.438	64,580.00	50,490.04	14,089.96	
E										
ROW		RE-QUESTED REVISION								
CONST										
					PROJECT TOTAL					

has been submitted Yes ☐ | PROJECT WITHDRAWN YES ☐

CODE 11 | CODE 2

REASON FOR CHANGE: To jointly finance this project utilizing balance of Secondary funds Appn. Code 022 to prevent lanse.

to two or more projects. Prepare a form PR-1 for all ing from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
1974	DATE June 23, 1976	DATE	DATE
1974	SIGNATURE	SIGNATURE	SIGNATURE
, 1975	[redacted]	TITLE	TITLE
976	Project Management Engineer		

from one class of project to another, or covers joint financing, show both classes of funds involved.

USCOMM-DC 49958-P61

FORM ARE OBSOLETE AFTER 7-1-61

FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

June 23, 1976

CARD																			
CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) (21) St. Rd. 1.3 mi. N. of Broadbent S. 2.3 mi. (68)			ADT	PRESENT 1,400	FUTURE (66) 2,380	YEAR (70)(71)(72) 94	REGION 10	STATE NAME Oregon									
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28) Right-of-Way Acquisition (62)	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14) S-RS- (23) NUMBER (17) 206	SE									
CARD 4	CLASS OF FEDERAL FUNDS Secondary								COUNTY NAME Coos	CODE (74)(76) 011									
	NAME OF URBAN AREA (17-31) ----								ROUTE NO. S	FEDERAL-AID (32) 247	STATE (36)(37) 242	U.S. (41) ----							

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
								(54)(58)	(59)(66)	(67)(78)		
1	(1-4 5)	(10)	41	42	43-46	53	St. Rd. 1.3 mi. N. of Broadbent to S. 2.3 mi.					
5					PE							
5					ROW			2.438	(102,250) 64,580.00	(79,940) 50,490.04	14,089.96	
5					CONST (CODE)		"Broadbent Section"					
							PROJECT TOTALS	2.438	64,580.00	50,490.04	14,089.96	

(10) (23)(24) (33)

CARD	CODE	PREPARED BY	CL
1	1		
1	14	PROGRAM APPROVAL DATES	

REMARKS

Additional Data Item RS-24
Project No. RS-206(8)

FORM PR-1 (REV. 4-81)

June 23, 1976

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd. 1.3 mi. N. of Broadbent S. 2.3 mi.	ADT	1,400	2,380	94	10	Oregon	41	022	1132

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Acquisition								S-RS-	206	(8)		

	COUNTY NAME	CODE	PROGRAM STAGE
Secondary	Coos	011	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	247	242	----

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		St. Rd. 1.3 mi. N. of Broadbent to S. 2.3 mi.						ROW Acquisition all phases incl. incidentals and relocation assistance.
ROW			2.438	(102,250) 64,580.00	(79,940) 50,490.04	14,089.96		(Future 2-12' lanes H.T. pave. with 4' shoulders.)
CONST (CODE)		"Broadbent Section"						ROW-110' normal; Access control-partial Parking restrictions-none.
CL		PROJECT TOTALS	2.438	64,580.00	50,490.04	14,089.96		

PROVAL DATES

REMARKS

Additional Data Item RS-24
Project No. RS-206(8)

-Over-

BROADBENT SECTION

PROJECT NO. S-RS-206(8)

Existing Facility: 18' oil surfaced roadway with 2' gravel shoulders.

Adjacent Sections:

N. End -- 22' A.C. Pavement with 4' shoulders constructed under Project No. S-206(6).
S. End -- 18' oiled surface with 2' shoulders.

Project Data: Right-of-way acquisition, all phases, including incidental costs, and relocation assistance and payments as required to provide for future construction of a highway facility to provide 2-12' lanes high-type pavement with 4' shoulders.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings: Held June 12, 1969 and April 29, 1971. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C. was accomplished under the Secondary Road Plan, as a Memorandum to the files dated April 24, 1974.

Design Approval: The design was approved on April 29, 1974 under the Provisions of the Secondary Road Plan.

A-95 Review: State Clearinghouse and District 7 Clearinghouse letters of approval dated June 4, 1971 and May 19, 1971 respectively.

PPM 90-1: Final Environmental Statement was accepted by th of Transportation on March 22, 1972.

Data for PR-37: Relocation assistance consists of the mov crushing equipment for 1 business at an estimated cost of

Note:

(1) This project is in Congressional District No. 4.

(2) This project is jointly financed to utilize secon Appn. Code 022 which are due to lapse.

ROADBENT SECTION

OJECT NO. S-RS-206(8)

T surfaced roadway with 2' gravel shoulders.

ent with 4' shoulders constructed under Project

face with 2' shoulders.

y acquisition, all phases, including incidental istance and payments as required to provide for ighway facility to provide 2-12' lanes high- ulders.

Railroads, Water Developments, Historical and e involved.

une 12, 1969 and April 29, 1971. Certification "Public Hearings" of Title 23, U.S.C. was ac- ondary Road Plan, as a Memorandum to the files

esign was approved on April 29, 1974 under the dary Road Plan.

aringhouse and District 7 Clearinghouse letters 4, 1971 and May 19, 1971 respectively.

PPM 90-1: Final Environmental Statement was accepted by the Secretary of Transportation on March 22, 1972.

Data for PR-37: Relocation assistance consists of the moving of gravel crushing equipment for 1 business at an estimated cost of $7,500.

Note:

(1) This project is in Congressional District No. 4.

(2) This project is jointly financed to utilize secondary funds Appn. Code 022 which are due to lapse.

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: Sequential Numbers

Index:

INDEXING: Begins with #8279 cont Ends with: #8308 cont. on Reel 183

FLASH CARDS:

Remarks:

Reel No. 182 Reduction Ration 21x Project No —

Camera: Name Bell & Howell Model Dile Master Film Ilemm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 7th day of March 19 84 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Lia Mabry